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August 4, 1969

RAILWAY AGE

THE TRANSPORTATION WEEKLY

Missouri's governor goes shopping for transit ideas

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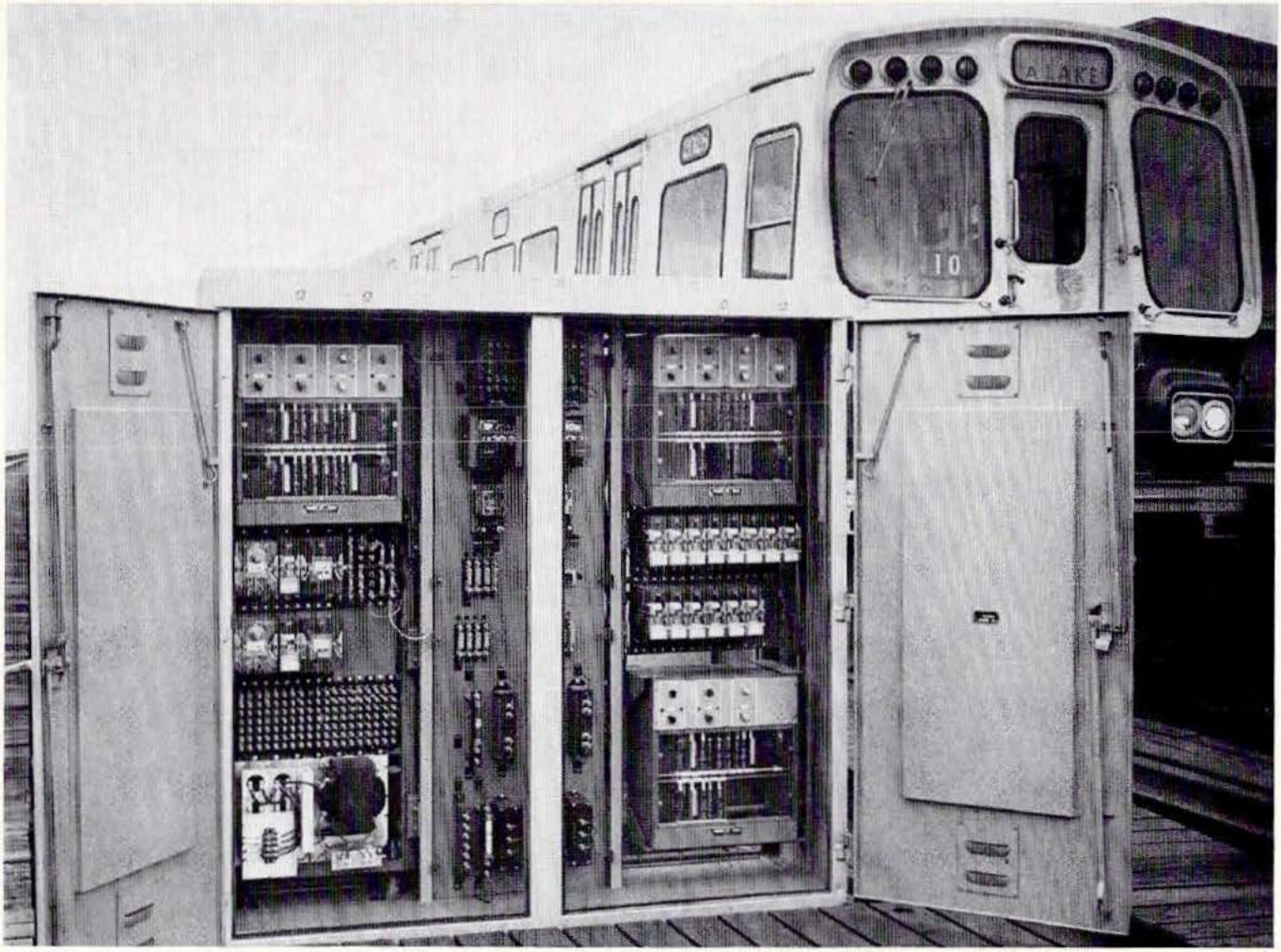

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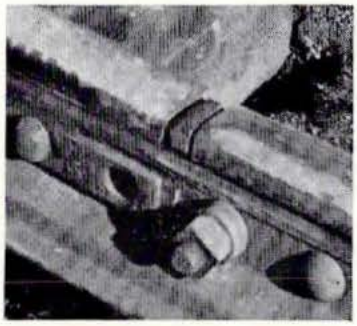
Save insulated joint costs
Allow use of smooth riding continuous rail
Are building blocks for transit automation



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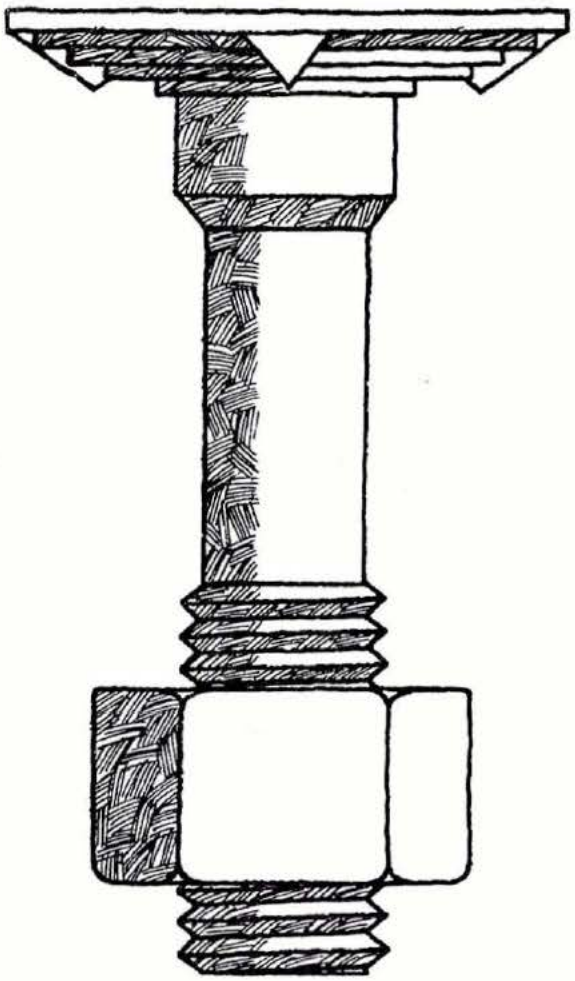
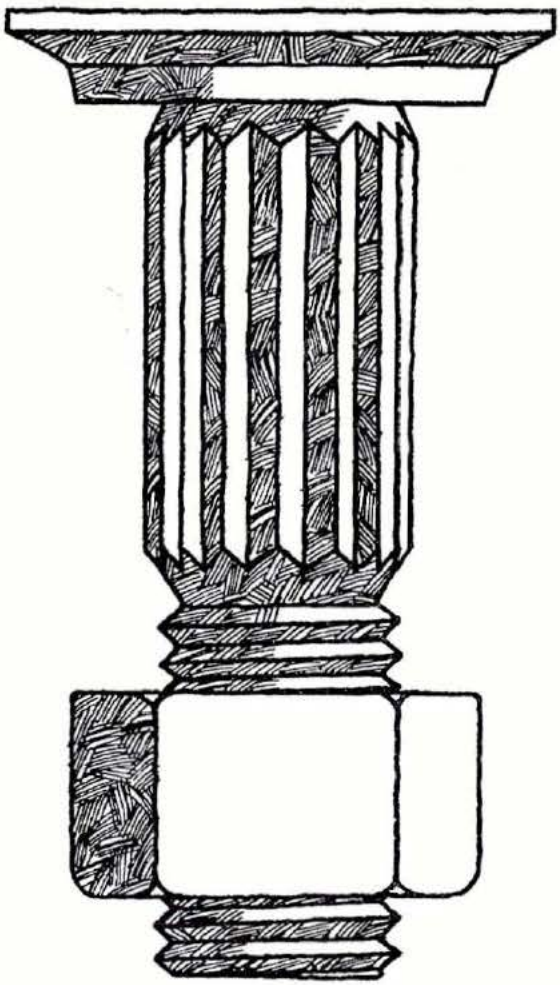


TYPE 16-62



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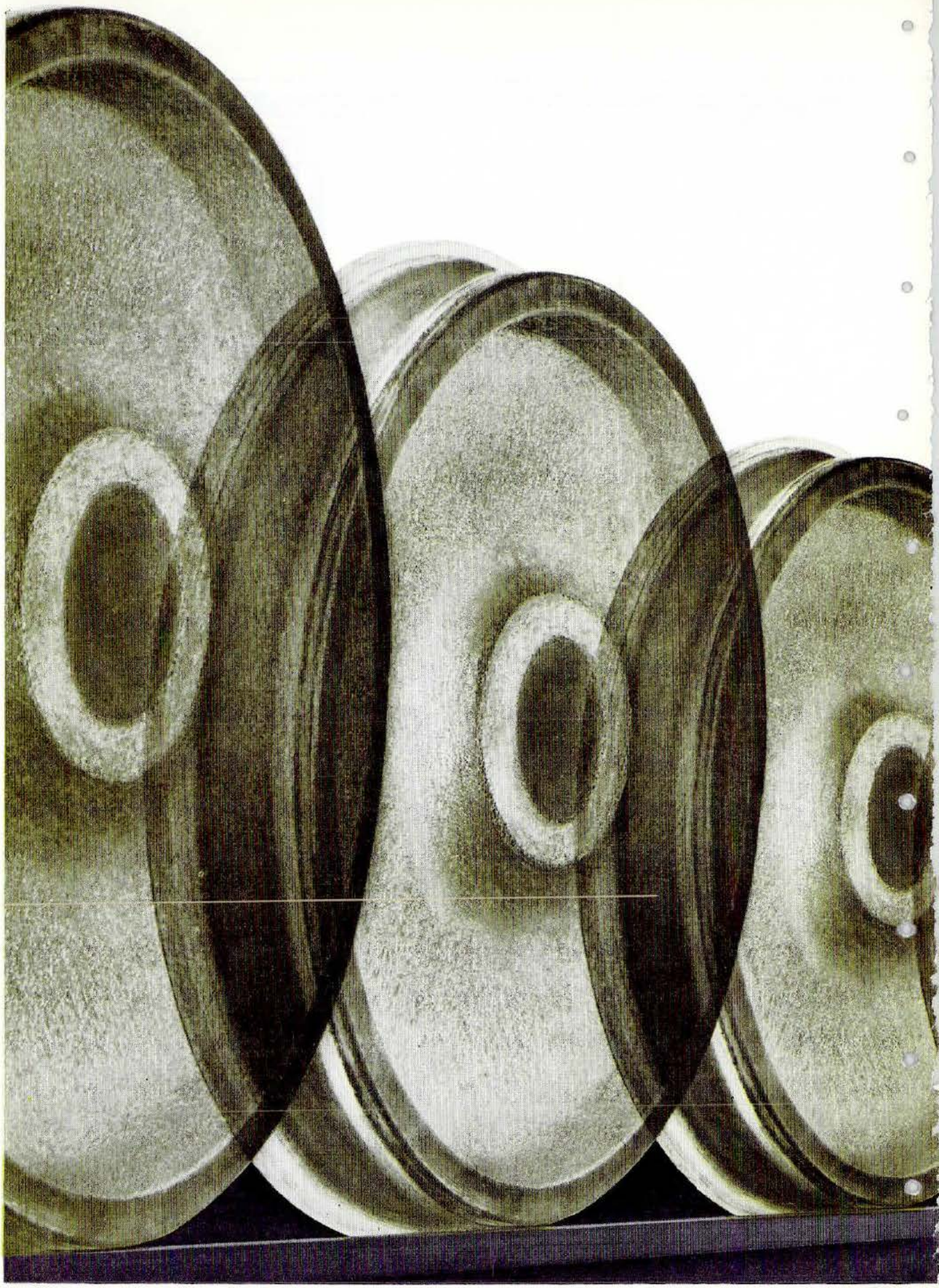

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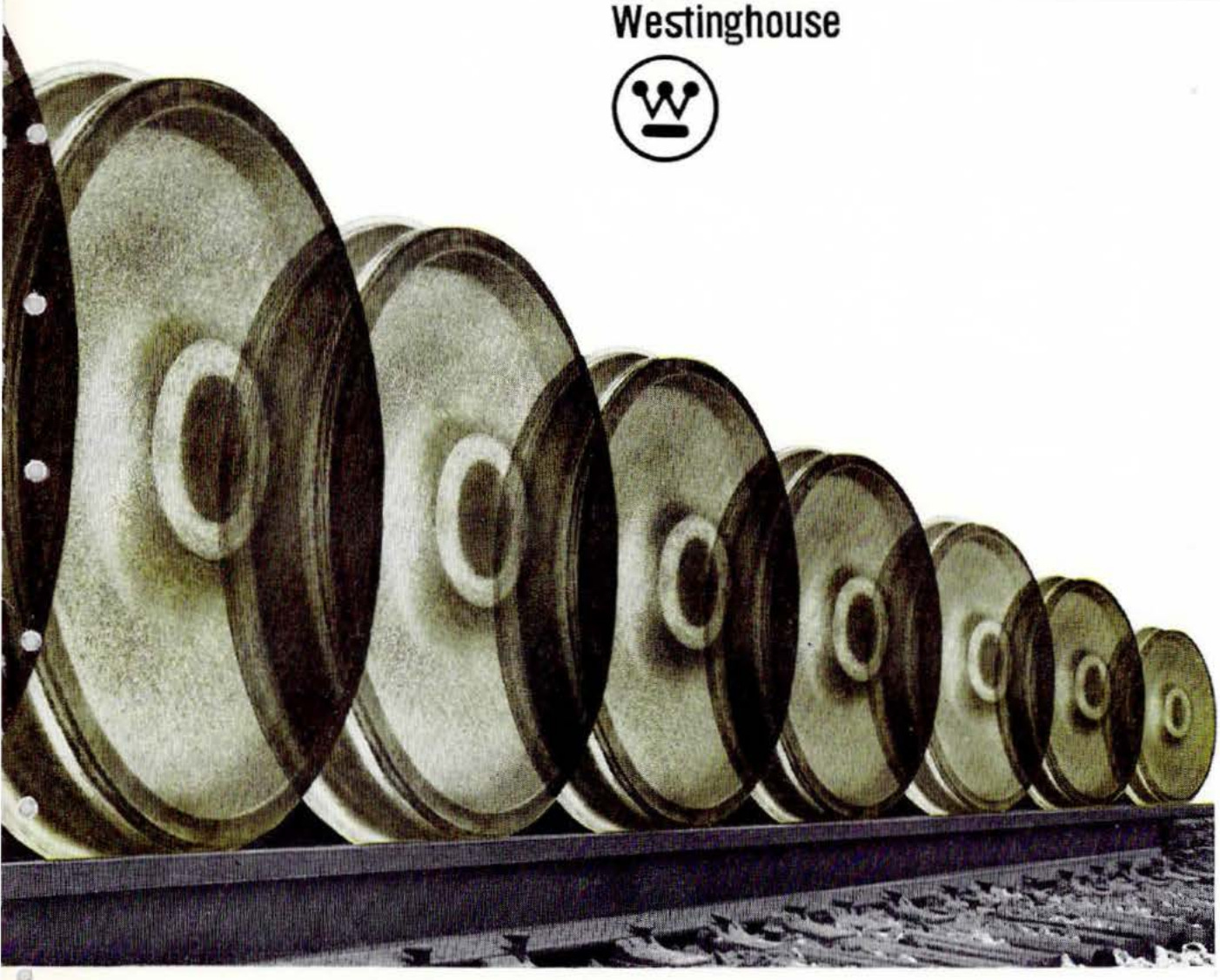

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RAILWAY AGE

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. . . AND COMING NEXT WEEK

In an exclusive interview with Railway Age, Charles Luna, president of the United Transportation Union, talks about the need for change—and the need for rail management and labor to work together in building a stronger industry. Also: How new welding equipment is saving time and money for Illinois Central. And what Santa Fe is doing to build a new mine connection in a hurry.

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SHORT AND SIGNIFICANT

NYCTA's Walter Schlager is new president of LIRR

In the face of rising commuter complaints against the Long Island Rail Road and Metropolitan Transportation Authority chairman, Dr. William J. Ronan, the MTA has announced that Frank Aikman, LIRR president and general manager, has put in a "request for early retirement." Walter L. Schlager Jr., will succeed Mr. Aikman. Schlager was executive officer for operations and maintenance of the New York City Transit Authority.

PC builds giant service station for locomotives

Penn Central has opened what it calls "the most modern and efficient service station yet developed for diesel locomotives" at Conway Yard near Pittsburgh. An average of 125 road freight diesels require servicing every day at Conway. The new one-stop fueling, lubricating, sanding and inspection facilities can accommodate 10 diesel units simultaneously on two service island tracks, says George J. Smith, vice president and general manager.

Carriers warned against abuses in gift-giving

Carriers who give shippers anything of "substantial intrinsic value" in the form of gifts, donations, hospitality or free transportation will make themselves and their customers liable to penalities provided by the Interstate Commerce Act, the ICC has stated in a clarification of its policy on carrier gratuities. Rates rise when substantial sums go for gifts, ICC said, and vigilance must be exercised lest such expenses are allowed to support carriers' requests for rate increases. Immediate action will be taken against violators, ICC warned. Some alleged abuses "are presently under investigation by our field staff." Shippers "may not be beyond" soliciting favors, ICC added.

CN to test modified Turbo

Canadian National's troubled Turbo trains will get another chance to prove themselves "in about a week or so," according to officials at United Aircraft. The Turbos went into service last December for about three weeks, but the cold Canadian winter was too much for them. Then other problems developed. UA and CN technicians have been at work on the trains ever since, and some 75 improvements and modifications have been made to the suspension system, the electrical and control systems, and air ducts for the gas turbine engines. United Aircraft officials are confident that the modified Turbos will be every bit as successful in Canada as their counterparts have been in the Boston to New York area. Work has been concentrated on one train. Crammed with instruments, it is to be tested soon.

Highway miles hit trillion in 1968

For the first time in the history of U. S. motor vehicles, highway travel exceeded one trillion vehicle miles, the Federal Highway Administration reports. The figure equals two million round trips to the moon, FHWA says. The 1968 total of 1.016 trillion vehicle miles represents a 5.2% increase over 1967. By comparison, railroads in 1968 logged 30 billion freight-car miles (59.3% loaded) and 1 billion passenger-car miles. For that highway figure, nine states accounted for half of all U. S. road travel—California, New York, Texas, Pennsylvania, Ohio, Illinois, Michigan, New Jersey, and Florida.

Public safety awards go to 16 railroads

Sixteen U. S. and Canadian railroads have been named winners of the National Safety Council's Public Safety Activities Award—known, appropriately enough this year, as the Golden Spike Award. Recipients are Santa Fe, Chesapeake & Ohio/Baltimore & Ohio; Canadian National; Canadian Pacific; Burlington; Milwaukee Road; Detroit, Toledo & Ironton; Duluth, Missabe & Iron Range; Great Northern; Illinois Central; Northern Pacific; Penn Central; Frisco; Southern Pacific; Southern; Union Pacific.

MONDAY MORNING REPORT

FROM ABA, A NO-STRIKE VOTE?

The American Bar Association is not known as an organization that shoots from the hip. Both management and labor in the transportation industries can be thankful for that—because out of ABA's annual meeting next week in Dallas may come far-reaching proposals for changing the machinery for handling transport labor disputes.

MANAGEMENT AND LABOR SHOULD SOLVE THEIR OWN PROBLEMS . . .

Recommendations will be made to ABA's House of Delegates by a special study committee set up three years ago (RA, July 21, p. 11). Essentially, the committee will show cause for change: It will contend that the public is not adequately protected from the impact of transport strikes, and that "new standing safeguards are urgently required." It will propose first that management and labor be given time to work out the problem themselves. It will propose Congressional action if the parties cannot agree.

. . . BUT ULTIMATE WEAPONS MAY BE NEEDED TO PROTECT THE PUBLIC

The plan of action for Congress is not a new one. In effect, it is the "arsenal of weapons" approach, in which the President would have various options available. The ultimate weapons would be arbitration or seizure (which the committee calls "executive receivership"). And the strength of the total proposal would seem to lie in making these ultimate options so unpalatable to both management and labor that they would work mightily to settle their own differences.

INTERVENTION PUTS PRESSURE ON BOTH SIDES . . .

Under the "executive receivership" proposal, for example, management would have a choice of accepting a government offer of compensation or taking the government to court (and while such a suit was pending, the carrier would get just 75% of the government's last offer). Labor would also have a problem with this kind of receivership —because "the operation of any arrangements requiring membership in or contributions to any labor organization as a condition of employment or the deduction from wages of money payable to a labor organization will be suspended. . . ."

. . . AND THE NEW PROPOSALS KEEP THINGS EVENED UP

Political realities being what they are, it's naive to look for passage of straight arbitration legislation. Arbitration binds both sides equally, but labor has done an effective job of casting itself as the party that gets hurt worse. Some form of receivership option may be inevitable. And the ABA committee has at least made it *also* binding on both sides. The deliberations in Dallas should be interesting.

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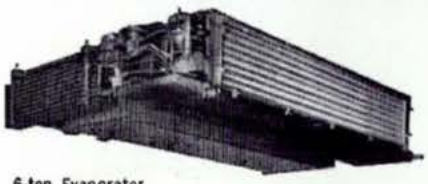
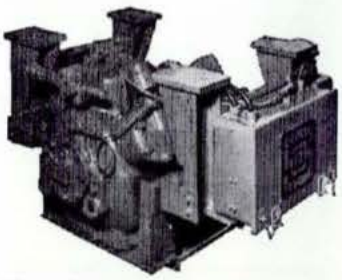


6-ton Evaporator and Blower Assembly, overhead unit



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RAILWAY AGE
THE TRANSPORTATION WEEKLY
August 4, 1969

WEEK AT A GLANCE

Fireman-manning talks break off, UTU "disappointed"

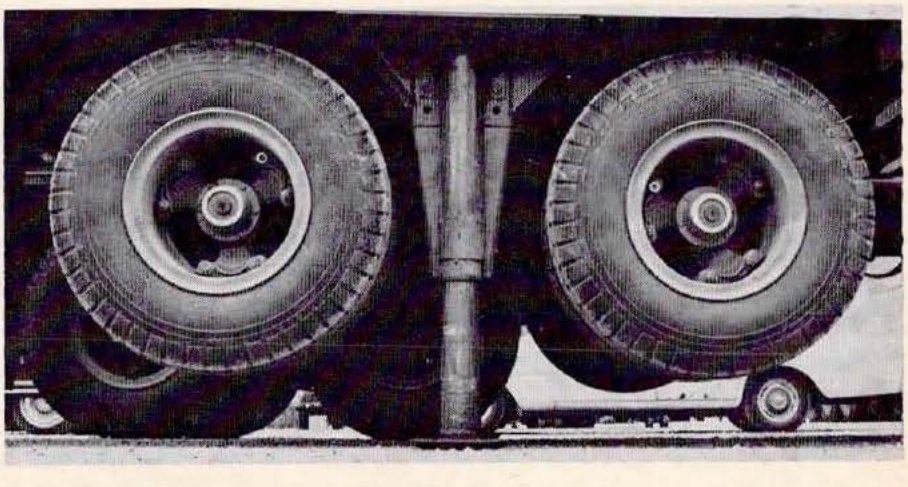
For months, rail management representatives and a committee from the United Transportation Union have been working toward settlement of the 10-year-old fireman-manning issue. Now, says UTU President Charles Luna, "The joint effort . . . has failed." With the "failure," UTU has formally rejected a proffer of arbitration made by the National Mediation Board in January. And the firemen-off/fireman-on dispute once again begins moving under the procedures of the Railway Labor Act—possibly toward some new flash point. The management/union committee, which began its work in April, consisted of six members—three carrier representatives and three UTU officers. From Luna's standpoint, its work represented a "fresh approach," and one which was designed to explore "all aspects" of the complex dispute. UTU's president says he is "very much disappointed with the outcome." With the dispute now back on a Railway Labor Act timetable, presumably either side would be free to take action—if it so elected—30 days after the NMB gives formal notification that its mediatory efforts have failed and that arbitration has been rejected. Conceivably, at some point, an emergency board could be created. It would then become the fourth public body (in addition to a number of courts) to intervene. Since the rules dispute broke out in 1959, it has gone through a special Presidential Railroad Commission, an emergency board and an arbitration board.

Commuter-car bid interest runs high; deadline set back

The Chicago South Suburban Mass Transit District, prospective buyer of 130 electrified double-deck commuter coaches, could find as many as six carbuilders going after the order. Potential bidders—those who have paid the fee for car specs and bid documments—are now listed as Budd, Pullman-Standard, St. Louis Car, Hawker-Siddeley Canada, Ltd., Canadian Vickers, Ltd., and Rohr Corp. Bid-opening had originally been scheduled for Aug. 6, but that's now going to be delayed. According to John R. Pigott, CSSMTD executive director, district trustees "were informed by some of the prime contractors that they were having problems getting bids from some of the car-component manufacturers." The new schedule calls for bids to be opened Aug. 27, with a contract award coming about a month later.

Landing-gear legs jack up RI's drop frames

The dropframe trailer is a vexing piece of equipment. Shippers like it because of its high cube. They don't like it because of its low floor, which doesn't mate with standard-height loading docks. And carriers often find the dropframe strictly a one-way-loaded drag on utilization ratios. Howard S. Ownley, general manager of Rock Island's piggyback service, gave thought to the problem and came up with an idea, which Timpte, Inc., subsequently turned into a product. And now there's a dropframe trailer that jacks itself up to loading-dock.



Air-actuated hydraulic landing-gear legs (above) are installed near each corner of the trailer. They're operated from control boxes on the side of the trailer, using air from the tractor's air reservoir. And they provide enough lift to raise the 35-inch-high trailer floor to the conventional 50-inch height. The close-up photograph shows installation of the special gear between the rear wheels of the trailer.

GUS WELTY

LINES ON LABOR

NOTHING COMES AS A SHOCK, to anyone who has been hovering around the arena of rail management/labor affairs for more than a few years. But even experience is no immunizer against disappointment. United Transportation Union President Charles Luna says he is "very much disappointed" that joint efforts failed to solve the fireman-manning controversy. He is not alone.

THE BREAKDOWN IN TALKS on the fireman question may be serious, and it may not be. Everything that can be learned indicates that there was a substantial area of agreement on principal matters, on the principle which would be involved in settlement. There is an implication that the railroads or the union—or both—pushed just a bit too hard, in trying to flesh-out the basic deal.

THE IRONIC PART of the whole thing is that *both* management and union representatives want to get the manning issue settled. *Both* sides want to get on to more important matters, in a cooperative fashion. *Both* sides have made concessions, in getting as far as they did with the specific matter of how to handle head-end engine/train crew jobs. Both sides *can* go on from where they left off—if only they will.

ORDINARILY, when talks of any sort break down, there are recriminations and blame-placing. In this instance, the comments from both sides have been relatively mild. That could be a good sign.

A CREATED CRISIS could still come, and make no mistake about that. But whoever creates another crisis might have to live with history, and history has a way of being a difficult companion.

IF BETS WERE BEING TAKEN, the bet would still have to be that the manning dispute can be settled without resort to crisis—without the resort to the kind of action which would (1) bring government intervention again, or (2) wreck the new dialog between management and labor, or (3) do both in one ill-advised fell swoop.

IT'S POSSIBLE that the present situation—one of proclaimed impasse—reflects little more than the crisis-syndrome that sometimes afflicts management/labor relations. The mating dance may have a few steps yet to go. In such affairs, you draw satisfaction where you can—and, tossing in still another phrase, there's some satisfaction to be drawn from what the conference participants on both sides seem to be saying: "This ball game isn't over."

White House stays silent on mass transit

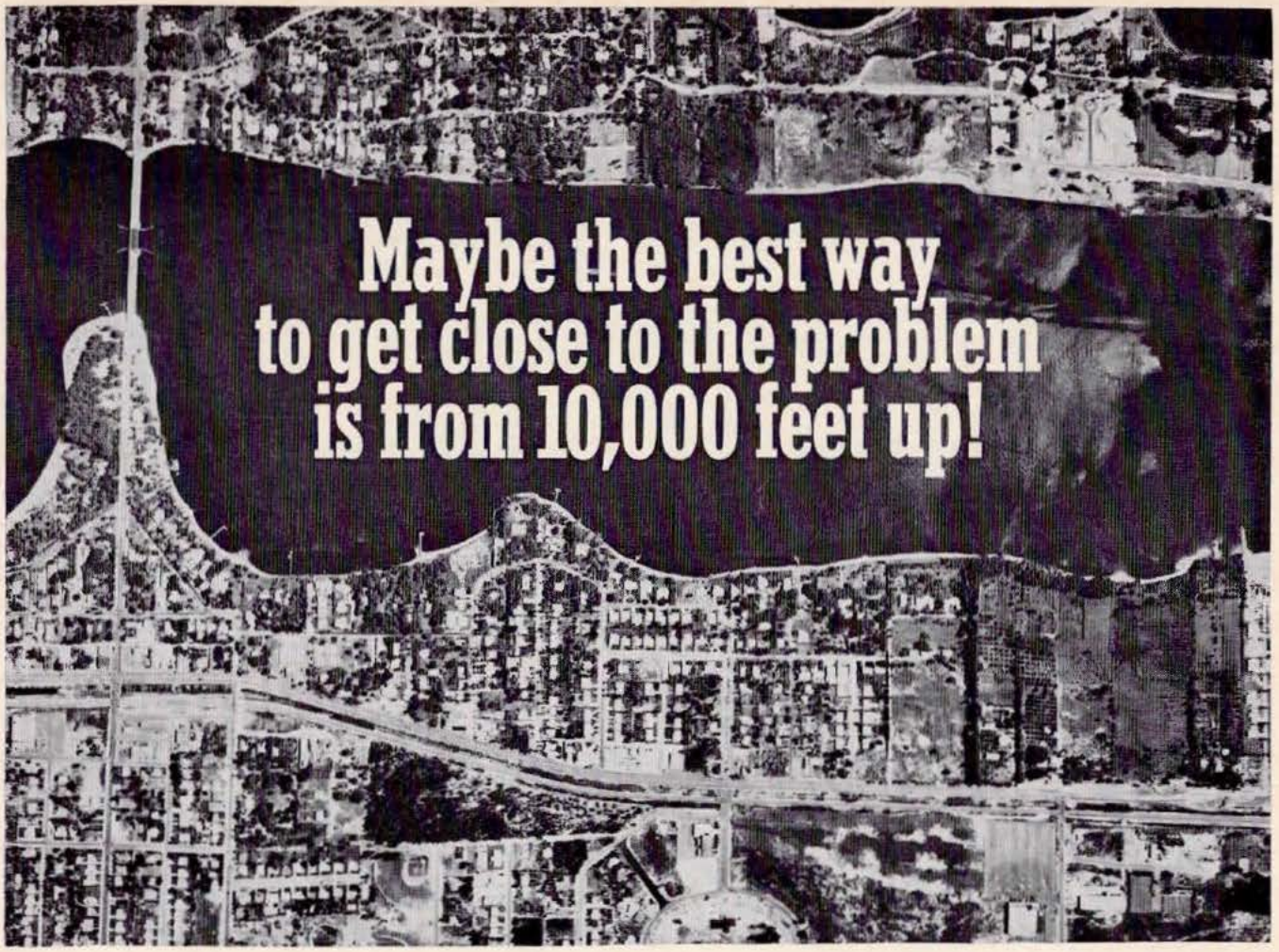
Support for a trust fund to provide mass transit money has poured into Washington in recent days, but the tide from within Washington itself has remained low. The White House is still silent. Transportation Secretary John A. Volpe's change-of-mind about appearing at a Senate hearing July 23 on a Democratic-backed transit bill was an indication that the Administration is still not ready to take a stand. Undersecretary James M. Beggs appeared instead of Volpe, and merely repeated the Administration's concern and its intent to come up with a plan within six weeks, perhaps. The hearings ended last week with no change in the White House position.

The bill now before the Senate housing and urban affairs subcommittee would provide $1.8 billion for mass transit from an extended auto excise tax. It is sponsored by Harrison A. Williams, Jr. (D.-N.J.), cosponsors Alan Cranston (D.-Calif.) and Walter Mondale, (D.-Minn.).

The hearings drew support from many national groups, including: National League of Cities, U.S. Conference of Mayors, National Association of Counties, Institute for Rapid Transit, and Railway Progress Institute. From within the industry, there was telegrammed support from Stuart T. Saunders, Penn Central chairman.

The Administration hestitancy seems to stem mainly from Bureau of the Budget opposition to the trust fund concept for mass transit. While admitting the urgent need for a solution to urban transport problems, BOB apparently wants to hold to its traditional belief that such funding should benefit the direct user. David Kennedy, Treasury Secretary, apparently concurs.

A DOT spokesman said last week, "We are doing everything we can to solicit support." The trust fund plan remains the most workable of many proposals, although DOT would prefer to call such financing a "designated account," the spokesman said. Meetings are going on at DOT all the time between Department people and mayors, state officials and association representatives. After giving several deadlines that passed without action, DOT will talk about its proposal's delivery date only in general terms like "four to six weeks" or "as soon as possible." It is unlikely that the Senate will proceed further on the Harrison bill until the White House speaks.



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First-half revenues rise but costs keep earnings down

Railroad cash registers jingled merrily through the first half of 1969. All around the country and almost without exception, gross revenues were up. The problem is that expenses more than kept pace with the revenue increase. And more often than not, railroads were able to keep less and less of the more and more they took in—as the Penn Central report, for one notable example, shows.

● **AT&SF good news.** There are exceptions, and perhaps the most spectacular one is Santa Fe, with first-half earnings of $36.1 million, up 81% from the $19.9-million net reported for first-half '68. Two factors are mainly responsible: operating revenues showed a 7.4% increase—and operating expenses were held to a 1.5% increase. This, Santa Fe says, came despite "substantial increases in wage rates and other costs . . . and without curtailment of plant maintenance-of-way expenditures. Strict budgetary controls, more efficient operating methods and discontinuance of some unprofitable passenger trains were responsible for holding down the expenses of operation."

● **Other good reports.** Also on the up side for the first half are: Frisco, which posted record six-month earnings of $7.2 million, up from $6.3 million last year.

—Louisville & Nashville, which showed an increase of about 45%, with earnings of $16 million, compared with a net of $11.1 million in '68.

—Chicago & Eastern Illinois, which turned a small first-half deficit in '68 into a small first-half profit in 1969.

—Illinois Central Industries, which showed a $4.3-million increase in net ordinary income as transportation operating income climbed sharply.

—Southern, which boosted earnings from $20.3 million last year to $23.2 million in '69.

—Burlington, which showed an increase for CB&Q itself while consolidated net held even with '68 at $5.8 million.

● **Some bad reports.** Less encouraging results, however, also came from a long list of roads. On the down side:

—Penn Central, which reported a second-quarter railroad net loss of $8.2 million, compared with a $2-million net profit for second-quarter 1968. That brought the total first-half net loss to $21 million, compared with a $3-million profit in first-half 1968. On a consolidated basis, PC reports first-half net income of $26.4 million, compared with $37 million in net income for first-half 1969.

—Milwaukee Road, which showed a $3.8-million profit last year and suffered an $8.7-million loss this year.

—Northwest Industries, parent of Chicago & North Western, which reported a 51% drop in earnings.

—Northern Pacific, which slipped from earnings of $9.5 million in 1968 to a net of $8.1 million this year.

—Great Northern, which dropped from $8.3 million last year to $7.9 million for first-half 1969.

—Reading, which showed deficits for both six-month periods, $734,000 last year and $1.9 million in '69.

—Missouri Pacific, which slipped from $12 million to $11.2 million.

—Soo Line, which showed a net of $2.4 million in '69, down from $3.9 million in 1968.

● **Reasons vary.** Reasons for the ups and downs were as varied as the figures themselves.

PC problems

Stuart T. Saunders, Penn Central chairman, said the railroad continues to absorb heavy expenses to speed up the merger process. Also, interruptions in the coal, ore and auto industries helped shrink second-quarter revenues, he says.

Passenger losses still cause the biggest drain on PC earnings, Saunders says. For first-half '69, preliminary PC estimates for passenger losses total more than $50 million on the basis of fully-allocated costs, and $32 million on the basis of solely-related costs. "Without this disproportionate burden, our railroad would be showing a profit," Saunders says.

● **More PC figures.** Although Penn Central railroad operating revenues for first-half 1969 rose 6.4% in comparison with first-half 1968, operating expenses increased 9.3%, according to the PC report. Second-quarter revenue of $456.6 million brought the first-half total to $967.4 million, compared with $891.2 million for the first six months of 1968. However, second quarter operating expenses of $462.1 million brought total first-half costs to $910.7 million, compared with $827.5 million for first-half 1968. Nevertheless, Saunders says Penn Central already "can give better service than either of the former railroads could before the merger."

Milwaukee Road said its operations and its showing "were dominated by extraordinary expenses involved in keeping lines open during an extremely severe winter and the spring floods that followed. Those conditions, together with carloading losses and sharply increased labor costs, struck at a time of economic uncertaintly and with an effect that the railroad and its subsidiaries were unable to offset from current revenue."

Reading said the increase in its deficit "resulted primarily from the soft-coal miners' strike and the nationwide port strike earlier in '69."

Northern Pacific cited rising labor and material costs and adverse operating conditions as major factors in an $8.4-million increase in operating expenses (which far exceeded a gain of $5.5 million in freight revenues). Like Milwaukee and other roads, operating in north-central territory, NP was hit with heavy snows during the first quarter of '69, and widespread flooding followed in the second quarter.

One encouraging factor cited by several Western roads: sharp increases in grain movements. In second-quarter '69, Great Northern reported a 58% increase in grain traffic. Burlington said grain shipments began to pick up in April and showed a 49% increase in June. Fort Worth & Denver also reported strength in grain traffic during the month of June. ■

Villarreal wants long-term transit-aid commitment

Will the Nixon Administration ask Congress for a mass-transit trust fund similar to the Highway Trust Fund? The question was still unanswered last week despite repeated expressions of support for a funded transit program by President Nixon's Secretary of Transportation, John A. Volpe. A man importantly involved in DOT's own policy discussions on this and other transit questions is Carlos Villarreal, Secretary Volpe's Urban Mass Transportation Administrator. Villarreal's immediate background is aerospace. He came to UMTA from the Marquardt Corp., where he was vice president for marketing and administration; before that, he was a turbine specialist at General Electric. Railway Age recently invited Villarreal to participate in its series of taped interviews. The UMTA Administrator elected, instead, to provide written answers to questions submitted in advance. Railway Age's questions, and Villarreal's answers, follow.

Q. What plans does this Administration have for Federal aid to urban mass transportation? Will this aid take the form of a transit trust-fund, or is a continuation of the present program contemplated?

A. The Nixon Administration has plans for an impressive Federal program in urban mass transportation. President Nixon has said that urban mass transportation is on his list of the ten top domestic priority areas. Secretary Volpe has said that public transportation is the number one priority problem of the Department of Transportation.

Our program will call for sustained high-level financing over an extended period. I feel that public transportation is too important to be dependent on year-to-year appropriations.

The essential features of our program are: (a) a long-range continuing commitment to give cities and metropolitan areas assurance that Federal funds will be available to implement transportation plans for the preservation and improvement of transportation services, and (b) continued research and development of new systems and new technology in mass transportation.

Q. This Administration has been criticized in some quarters for a seeming emphasis on "far out" transit systems, at the expense of those systems—for example, conventional rail transit—already available. What precisely is your position on this?

A. As you know, I come from the aerospace industry, which is known for its success in developing new products and systems and for its success in the development of new technology. In 1969 our mass transit research and development program was approximately $18.9 million, out of a total UMTA budget of $175 million. I don't think that that is over-emphasizing research.

Let me say that public transportation *does* need innovation, *does* need new systems, and *does* need new and better ways for moving people and goods in the cities. I don't need to tell you how congested our cities are, nor do I need to point out how slow and costly the delivery of goods and services within cities has become. It is important to point out that we need better understanding of the complex institutional and political environment, as well as the divided responsibility and multiple government jurisdictions in our cities. We must devise more effective techniques for getting transit and transportation decisions made in the cities, and we intend to have a strong transit research program.

This does not mean, however, that we will not go ahead with conventional rail transportation systems which are designed to meet today's needs such as that which is now under construction in the San Francisco Bay area.

Q. Do you believe that mass transit can ever be made to pay its own way—that is, out of the fare box? If not, to what extent do you feel that federal, state and local aid is required, and, roughly, in what proportions?

A. I don't believe that public transportation can pay for itself out of the fare box, at least not in the foreseeable future. Federal, State and local aid will be needed to provide necessary capital funds. State and local aid may also be needed to meet operating deficits. I would not think it advisable to use Federal funds for the latter purpose because an operating subsidy requires some degree of control over fares, service levels, and operating practices.

However, good public transportation pays back to the community substantial benefits in community welfare. These benefits far exceed the income brought in through the fare box.

To downtown merchants, property owners, and businesses, public transportation means sales, rents, and income. To businesses and industries outside the central area, public transportation means assured sources of employees and increased accessiblity for customers. And, most importantly, for the poor, the young, the old, and the physically handicapped, public transportation means increased mobility—providing full access to the opportunities and facilities offered by the whole urban area.

The value of an investment in public transportation needs to be calculated against the total benefits accruing to the community in terms of employment, income, increases in property values, increases in the

Carlos Villarreal, Administrator, Urban Mass Transportation Administration

rate of job formation, and the improved quality of urban living. Face it—good public transportation has to make the city a better place in which to live and work. If it doesn't do that, it has failed.

Q. Is it feasible, in your view, to divert any monies from the Highway Trust Fund to mass transit?

A. The Highways Trust Fund is exactly that and should be used for that purpose only. Highways need more money, just as transit needs more money. Our program will in no way interfere with or jeopardize the building of more and better highways where they are needed.

My friend Frank Turner, Administrator of the Federal Highway Administration, and I are working on joint projects which will utilize combined FHWA/UMTA funds. As a matter of fact, we think this is the wave of the future. On airport access, we are working with FAA and FHWA on the joint development of transit along railroad corridors from the center city to the airport.

Q. It has been suggested that it might be necessary, in certain congested metropolitan areas, to impose a "tax" on vehicles entering cities in order to reduce congestion. What are your views?

A. Yes, it has been said that many cities are considering having cars in the downtown area pay more of the full cost of driving downtown. An alternative would be to use a portion of the present automobile excise tax for public transportation purposes. That is, use the present auto excise tax to finance transit and other related city transportation facilities.

I think it is important to understand that the present auto excise tax goes into the Treasury General Fund and can be used for salaries and wages, Government overhead, or any other purpose. It is *not* a highway user charge.

Q. It is widely held in this country that cities with fewer than one million people are too small for rail rapid transit; yet European cities of smaller size, such as Oslo, have rail transit systems. What is your own rule of thumb? Which cities, specifically in the U.S., do you feel might need to take the rail transit route?

A. It can be very misleading to compare the development of transit in European cities with developments in the U.S. There are certain fundamental differences which we should keep in mind: (1) In Europe there has been nearly a century of history of good and highly developed public transportation. (2) European cities were built and had their principal growth before the coming of the automobile. (3) Having less land area than the U.S., European cities tend to have substantially higher density and, therefore, land use patterns favoring public transportation. (4) The higher personal U.S. income, the lower cost of cars relative to income, and the techniques for the financing of cars and roads make us an automobile-transportation-oriented country as compared to any country in Europe.

Nonetheless, Europe is moving ahead in transit and the U.S. is barely getting started. We believe that our 1970 and long-range Federal program in transit will move us ahead, however. The U.S. pace in transit is quickening.

The population of a city is not the test of the kind of technology it should have. There are many other factors; there is no rule of thumb. Topography, transportation corridors, already established density patterns are equally important. A number of cities are considering rapid transit systems; among these are Atlanta, Baltimore, Los Angeles, Pittsburgh, and Seattle. The decision in each case must be made locally.

Q. It seems clear that mass transit interests have no really effective lobby in Washington. How do you feel that these interests can more effectively be represented? Can the Institute for Rapid Transit, for example, or the American Transit Association, play a larger role than they now play?

A. This question should be answered by the industry. I am sure their insights are better than mine.

It is obvious that an industry with declining profits, deficits and troubled properties will find it difficult to be fully effective politically. However, Bill Ronan, Bill Henry, Ashley Gray and others understand the need for strong industry response to legislative programs. I am sure the IRT and ATA are coming to play a larger role in developing a meaningful national program of urban public transportation.

Q. Do you see any lessening of the traditional animosity that has existed between rail transit and highway transit interests?

A. Yes. Frank Turner and I are co-

FRANK MALONE

WATCHING WASHINGTON

WHAT'S YOUR FAVORITE way of tracking the slippery statistic called the cost per ton-mile? There's a man here who stuffs ICC figures into his computer and gets some interesting results. His name is Harter Williams. He's a transportation consultant. His computer tells him that (1) the ICC 80% out-of-pocket factor for rail costs is "demonstrably" too high and the 90% factor for trucks is too low, (2) rails save at least one-third more than trucks on comparable hauls, and (3) rails could put the squeeze on trucks by doubling the number of trains—with a maximum 10% cost rise.

THE FIRST THING Williams had his computer do was compare truck and train ton-mile costs for 1958 through 1967. Rail costs went up about half as much as rail ton-miles, but truck costs went up almost evenly with ton-mile growth, Williams says. "Can you see where the '80' and '90' look more like '50' and '100'?" he asks. Second, he got his computer to show the 1967 ton-mile cost for rails was only $8.20, while for trucks it was $12.20.

TREMENDOUS is how Williams describes the cost advantage rails would have—if their service were comparable to that of trucks. One reason rail service lags is that loading-unloading causes higher costs and time delays. Also, rails have concentrated their cost-saving effort on train-mile-related expenses like crew wages, signaling and dispatching. But these comprise just 10% of rail costs. The big cost area is the switching needed to assemble and shuffle the big trains that have become standard. The 4,000-ton train (Official Territory average in 1967), Williams says, hurts service and raises per-diem costs. Why not cut up those long trains, and raise the frequency and speed of service? There is no advantage in low out-of-pocket costs if you can't find traffic to pay for more than those costs, Williams says.

WILLIAMS has told all this to an assembly of ICC practitioners. His computer churns away within earshot of the Commission itself. Williams doesn't claim he has *the* ton-mile cost, just one likely figure. But that's enough, he says, to prove that rails, despite their one-way hauls, "are surprisingly competitive in the Sixties and perhaps could be made much more so." If you're interested—H. S. Williams & Associates is located at 1238 Pennsylvania Building, Washington, D.C. 20004.

operating on several projects now. We have under way other efforts to bring four of the administrations—aviation, highways, railroads, and urban transportation—into projects which will involve the planning, design and financing capabilities of each of them.

The main emphasis of my administration is strong management—keep essential transit and systems going, encourage the development and construction of new and better systems and spend the taxpayers' money as if it were our own, because it is!

Incidentally, I think the supposed highway/transit conflict has been exaggerated. When I was at the Naval Academy, the girls that came to dances—drags, we called them—always said they had a better time at West Point. Don't you believe it!

Q. Your predecessor made the point that in his view the real problem was not finding new technology, but finding ways to implement present technology. Would you agree?

A. I agree. Implementing and getting systems built in the complex urban-region environment is one of the major institutional problems we have. Divided political jurisdictions, multiple governments in more than one State making up a region, the need for local legislation to put teeth in regional planning—these are just some of the problems we need to overcome in order to get new systems built.

How to get decisions made and implemented in the cities is a tremendous constraint on progress. Frankly, we don't yet have the answers.

Q. What, precisely, do you conceive the role of Urban Mass Transportation Administrator to be in the whole picture?

A. The role of UMTA is to provide leadership, direction and funding for a national program for the better movement of people and goods in the cities.

The plan, design and building of new systems are decisions the cities must make for themselves. We feel more hard decisions need to be made by the cities with firm commitments for the systems they need and want. Certainly, we need to have funding sufficient to match their commitments and make possible the realization of desired new public transportation facilities and services. ■

HE LIKES COMFORT, COURTESY

	% of Metroliner Pass. Rating				% of Regular Train Pass. Rating			
	Excellent	Good	Fair	Poor	Excellent	Good	Fair	Poor
Cleanliness	86	13	1	—	6	25	40	29
Attractiveness	80	17	3	—	6	25	38	31
Comfort of Seats	71	26	2	1	15	49	27	9
Courtesy of Conductor	58	34	7	1	34	51	13	2
Time Trip Took	57	34	6	3	20	50	22	8
Lighting	52	31	14	3	19	46	26	9
Food	48	37	10	5	11	43	32	14
Cost	47	42	9	2	32	47	17	4
Quietness	46	41	12	1	12	40	34	14
Temperature	46	40	9	5	13	42	30	15
Smoothness	43	37	16	4	16	41	32	11
Overall Pleasant Experience	43	43	13	1	10	46	33	11

Survey produces profile of a Metroliner rider

You are 43 years old, male, and live in the Northeast Corridor. You are in the upper middle class bracket, earning around $20,000 per year. You are the average Metroliner passenger.

Three DOT surveys made during the first quarter of 1969 offer some revealing statistics concerning the people who ride the rails from New York to Washington. The surveys, made from Jan. 16 to March 31, were conducted on both Metroliner and regular passenger trains and covered socio-economic, travel pattern, and service rating characteristics.

● **Higher income.** For one, the Metroliners are drawing an older and more affluent group of passengers (and a group that, for the most part, previously traveled non-rail) than their conventional train counterparts. Two-thirds of all Metroliner passengers earn more than $15,000 per year, with a majority of these (57.5%) earning over $25,000. The average passenger on a regular train earns between $10-$25,000, the average figure being around $17,000. The Metroliner passenger is also significantly older—averaging out to 43 years old—while his regular-train counterpart is around 27.

The male/female breakdown of passengers using both services is approximately the same. It is interesting to note that 6% more people using the Metroliner live outside the Northeast Corridor.

● **Travel patterns.** Metroliner passengers travel a lot, though not as much or as often as a regular train passenger. This is probably a reflection of their affluence and positions within the organizations they work for. A total of 68% of all Metroliner passengers took their last previous trip within 6 months—the median figure being around one month. A corresponding number of regular train passengers (71%) took their last trip within three months, the median being around a week.

HE'S WELL-HEELED

Family Income	Metroliner Passengers	Regular Train Passengers
Under $5,000	4%	11%
$5,000-$7,499	4%	11%
$7,500-$9,999	6%	13%
$10,000-$14,999	20%	22%
$15,000-$24,999	28%	24%
$25,000 and over	38%	19%
	100%	100%

Perhaps the most significant figures are those showing that 50% of the Metroliner passengers had traveled either by auto or plane on their last trip and that 76% of these people planed to use the train the next time around (a train-passenger increase of 41%). Regular service also shows a projected increase, though somewhat smaller (13%). It should be noted, however, that two-thirds of the regular train passengers had previously used the train and that these represent fairly steady rail "customers."

● **On the rise.** In all, though, travel by rail between New York and Washington is very definitely rising. Howard C. Kohout, Penn Central's vice president—passenger service, said last month that rail travel along the route has increased by 72% over a comparable period last year, and has risen by 11% over the entire route. "The highly successful Metroliners," he said, "produced this remarkable turnaround in a downward trend which previously has been uninterrupted since we began keeping separate records for this route in 1953."

The average number of passengers per day in the New York—Washington corridor has risen to about 33,000, which is up from less than 31,000 last year. This figure is the highest daily average since 1965. The Metroliner 6-car trains, which have carried approximately 250,000 passengers since the beginning of their round-trip service January 16, carry an average of 318 passengers each per trip.

● **Service.** The average Metroliner patron thought the high-speed train was at least 100% better than the regular train patron thought his to be. Overwhelming support was given to the Metroliner's cleanliness (86%), attractiveness (80%), and comfort (71%), with about 80% of the passengers varying between excellent and good in their ratings of the other services. Similar percentages for regular train patrons are found mainly in the good-fair columns.

One last note: 43% of the Metroliner passengers said they had an excellent overall, pleasant experience—a figure over 4 times larger than the same rating for regular trains. ■

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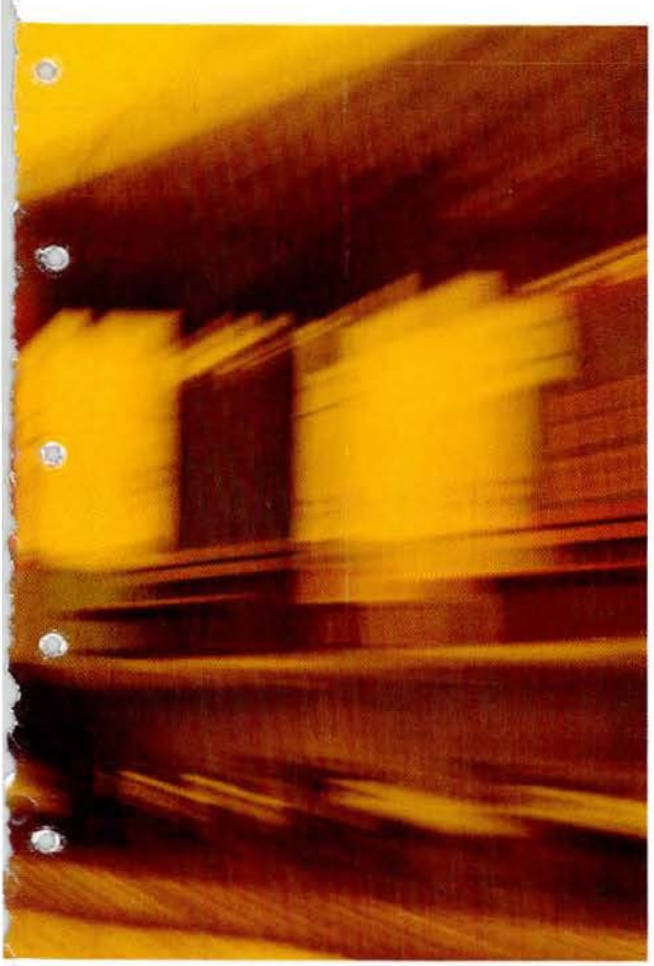

There's more to building a transit car than designing in carbon steel, stainless or aluminum. And more than engineering it to basic specifications.

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With its affiliate divisions, Pullman-Standard engineers can participate in every aspect of rapid transit systems development, including traffic studies, interface analysis, route planning, civil engineering, operations, maintenance, and even automation.

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ICC de-fogs passenger costs

Commission says Government must help rails run passenger trains. Nine-month probe shows what eight carriers would have saved by dropping all 1968 passenger service.

If rail passenger trains are to keep running between cities (Northeast Corridor excepted), some way to compensate railroads for the losses they suffer in operating those trains must be found. That's what the Interstate Commerce Commission has told the Senate Commerce committee (RA, July 28, p. 8).

Behind that ICC statement is an elusive figure called the avoidable cost of providing intercity rail passenger service. That is, the amount rails would save by completely dropping intercity passenger operations. Or, as ICC puts it, "Those expenses, rents and taxes (excluding income taxes) which are clearly required for a specific service and could be eliminated following a complete discontinuance of that service, less any expenses which may be incurred thereafter."

ICC spent nearly nine months to pull that figure from the fog that separates costs clearly connected with passenger operations and costs allocated between freight and passenger operations.

The Commission came up with a figure somewhat smaller than would be reported for passenger losses under previous methods. But the findings are still strong enough to support a loud Commission cry for immediate Congressional action.

● **Eight railroads.** The Commission studied the passenger operations of eight railroads. These were Southern, Seaboard, Santa Fe, Great Northern, Illinois Central, Missouri Pacific, Union Pacific, and C&O/B&O. These roads, ICC says, provided more than 40% of the nation's rail-passenger mileage in 1968.

According to ICC calculations, the eight roads, by dropping all intercity passenger service for 1968, could have saved $118.1 million.

● **ICC's method.** Three basic steps led to calculation of the net-avoidable-cost figure. First, ICC computed "the adverse financial effects of discontinuing passenger service." Second, ICC computed "the gains as a result of the discontinuance of intercity passenger service." Third, ICC subtracted the sum of the carriers' losses from the sum of their gains.

In other words, you first figure out what a railroad would lose by stopping passenger service. Then you figure out what a railroad would gain by the same action. Then you subtract what a railroad would lose from what it would gain (assuming gains are bigger than losses), and you know what a carrier would save in net terms.

For the first step, determination of losses, you add three things. They are (1) all intercity passenger revenue, (2) rent income from intercity service that would be lost, and (3) additional expenses of moving company personnel and material by other-than-passenger-train modes at extra cost.

You get the second figure, the gain from dropping passenger trains, by adding four elements. They are (1) operating expenses you could avoid, (2) rents payable you could avoid, (3) other-than-income taxes that you could drop, and (4) passenger revenues from traffic that you could retain with freight-only operation, minus the expense of handling that traffic.

● **The results.** The figures resulting from that method are shown by railroad. For the eight rails together, ICC wound up subtracting $143,115,832 (what they would have lost by dropping passenger trains) from $261,192,600 (what they would have gained) —to get a net avoidable-cost total of $118,076,768.

● **Why this way?** There are two other ways you can look at passenger costs, ICC says, but neither are accurate. You can look at the full deficit as reported to ICC by railroads or you can look at costs allocated only to passenger operations.

"The ICC full deficit was never designed to show either what the railroads could save by eliminating passenger service or the extent to which revenues from freight service were being used to pay for operation of passenger trains," the report says.

That full-deficit figure comes from adding up the sum of solely-related passenger costs *and* the common passenger-freight costs allocated to passenger operations. On the Railroad Annual Report Form A, the total of those two figures is subtracted from total passenger revenues to get the net railroad operating income of passenger train service—that is, the full deficit.

● **Full-deficit omissions.** "Use of the ICC full expense procedures to calculate potential savings or the burden of passenger service is inappropriate. No consideration is given to the amount of revenue that could be retained nor the expenses of the handling of that traffic," the report says.

"The value to the carrier of utilizing passenger trains for transporting company mail, material and personnel is overlooked. But the biggest difference between the net avoidable expense deficit and the ICC full deficit is that only 74.4% of the expenses correctly charged to passenger service of the study carriers under Commission rules could actually have been avoided by cessation of all intercity passenger service."

You get similar problems by looking at solely-related expenses, too. This figure also fails to recognize the value of moving company mail, material and employees. It overlooks the degree to which revenue could be retained and the degree to which cessation of passenger service would eliminate solely-related costs. Not all solely-related costs are avoidable, and some common expense can be avoided, ICC adds.

● **Not all questions answered.** The Commission clearly states that determination of net avoidable costs "does not attempt to answer all the cost questions of intercity passenger service for the study carriers."

Development of net avoidable expenses did not include equipment and facility depreciation. It also excluded consideration of time needed to gain full wage savings for displaced employees, and allowance for return on investment for passenger equipment and property sold. Consequently, the Commission separately analyzed the cash flow, income taxes, time needed for labor savings and investment return.

"The fact that savings in labor and other expenses take a number of years to achieve does not materially diminish the impact of eventually saving the full amount of net avoidable expenses," ICC says. Total eventual cash saving would amount to 81.5% of the total net avoidable expenses after taxes. The 18.5% difference consists of the excess

(continued on page 30)

THEY CAME: Full of Questions

They're from Missouri. They had to be shown. Shopping for transit ideas, they went north, and east.

HOW DID MONTREAL DO IT?

In office of Montreal Metro President Lucien l'Allier (foreground), Missouri delegation, led by Governor Warren Hearnes (right), asked tough questions, got straight answers. Montreal adopted a build-now, pay-later approach. Revenue bonds financed 15½-mile, $213-million system. Subsequent law requires surrounding communities benefiting from subway to help pay debt.

ARE SUBWAYS FOR LADIES?

Missouri's first lady (left) got some reassuring answers from Mme. Jean Drapeau, wife of Montreal's mayor. Montreal ladies, bound for the opera, theater or shopping, tend to park their cars at suburban stations, and take the subway into town, said Mme. Drapeau. Missouri ladies later saw for themselves that life can be beautiful, even underground.

What have Montreal, Toronto and Cleveland got that St. Louis and Kansas City, Mo., are lacking? For one thing, rail rapid transit.

Missouri Governor Warren E. Hearnes knew that when he set out, in mid-July, on a four-day fact-finding tour of the Canadian and Ohio cities. He also knew that his own traffic-strangled metropolises needed to do something—and do something fast—to arrest an already-advanced case of hardening of the arteries.

But he was not convinced that subways were the answer. His own experience as a straphanger came when he was a West Point cadet in the 1940's making weekend trips to Manhattan. And the nondescript, creaky trains that lurched beneath the sidewalks of New York had not, to put it midly, turned him into a subway buff.

Hearnes had heard, however, that subways could be different—and *were* different in Toronto and Montreal. He had also heard that Cleveland had devised a fast, cheap way of getting people to and from the airport.

Being from Missouri, he had to be shown. So he set out to see for himself. His fellow travellers were a trio of St. Louis businessmen—Eugene F. Williams Jr., president of the St. Louis Union Trust Co. and chairman of the Chamber of Commerce mass transit committee; Frederic M. Peirce, president of the General American Life Insurance Co., and co-chairman of the mass transit committee; James A. Van Sant, vice president of General Steel Industries and the Governor's special advisor on urban transportation, all (like the Governor) traveling with their wives; from Kansas City, James M. Kemper Jr., chairman of the Commerce Trust Co.; and the editor of Railway Age.

Four days later, as the party winged back to St. Louis, Hearnes said, "I only wish every Missouri legislator could see what I have seen."

Eugene Williams and Frederic Peirce, co-chairmen, St. Louis Mass Transit Committee

THEY SAW

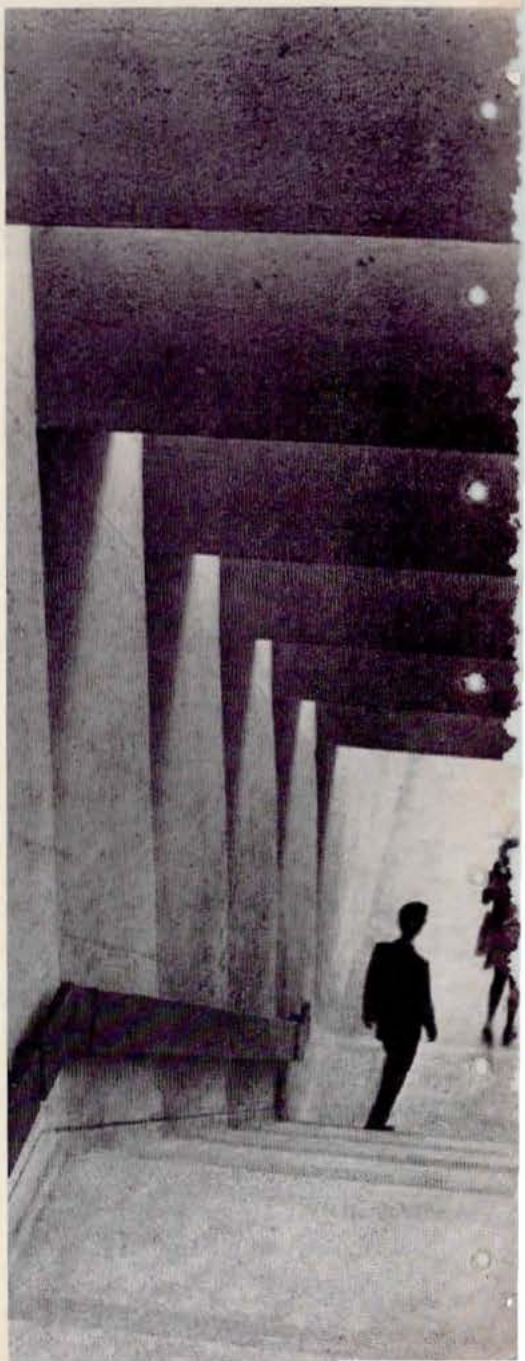
A subway, the Missourians found, can be a thing of beauty—and a big boost to urban renewal and local tax rolls.

PROPERTY VALUES SOAR

Real estate boom has followed transit lines in Toronto, adding millions to tax assessments—often enough to amortize transit cost. "Good transit is good business," commented Peirce.

ESTHETIC APPEAL, TOO

Montreal Metro has been called "world's longest museum of modern art." Eye-pleasing design, a far cry from New York's subway dungeons, gets much credit for success of Montreal system.



BEAUTY PLUS

"I just couldn't believe it could be this pretty and convenient," remarked Hearnes, seeing Montreal Metro station that connects with Exposition Hall. In Montreal, commented Mayor Drapeau, the subway follows the crowds—not vice versa.

Governor Hearnes and his urban transport advisor, James A. Van Sant

Governor Hearnes with Cleveland Mayor Carl Stokes

FAST AND CHEAP

Forty cents and 20 minutes get Clevelanders to and from airport on new rail transit line. Between 4,000 and 4,500 people take advantage of this bargain daily—double the predicted number.

AN IMPOSSIBLE DREAM:

THE SUBWAY CONQUERED

"I saw things that I have never seen before . . . Let others see what I have seen, then let us pool our thoughts."

Governor Hearnes

Warren Hearnes did not go back home with all the answers. But he did take back some questions.

"Isn't it time," he asked, "that we stopped talking and studying and got down to some action?"

(St. Louis has been talking about building a subway since 1904. The idea was revived in 1927, and got to the study stage. Another $535,000 study, completed in 1959, recommended an all-bus system; it died unmourned. Still another $500,000 study is now nearing completion. Kansas City is just getting to the study stage. "It would be a tragic mistake," said Hearnes, "for Kansas City to wait as long as St. Louis has waited.")

"How are we going to pay for it?" That question was a daily leitmotif. "I wish it were possible not to have to

Winging home, Hearnes watches with interest as aide Floyd Warmann examines rough sketch of proposed lines for St. Louis.

depend upon the federal government for anything. But without federal aid, the states would not have taken the initiative to build the highways we need. Without federal aid, the cities will not take the initiative to build the transit systems they need. A trust fund is the only answer. But it will not be the whole answer. Those who share in the benefits should share in the costs.

"How are we going to convince our citizens of the urgency of this problem? We have a tremendous job of public education. I only wish every Missouri legislator could see what I have seen. Beyond that, perhaps we need to do something on the order of a film documentary that could be shown on our television stations."

Governor Hearnes is very definitely not anti-highway. As the second-term chief executive of a predominantly rural state, he knows well the value of good highways. But he is also familiar with urban problems. Informed that St. Louis' new, soon-to-be-released transit study will recommend a choice between an all-bus system and a system incorporating rail rapid transit, he reacted sharply: "A system based exclusively on buses is bound to fail. We need both."

He was pleased that businessmen in St. Louis are rallying behind the cause of rapid transit: "No business can prosper in a city that doesn't prosper. There are selfish reasons for business to back mass transit."

Fred Peirce agreed: "It is not principally a matter of how much a system like this will cost St. Louis, although the city is in financial distress. It is a question of how much it will cost St. Louis in business if we don't build one soon."

Hearnes found his time in Toronto, Montreal and Cleveland well-spent—although, he wryly confessed to reporters, "It sort of makes you feel like we're about 20 years behind the times in transit."

If nothing else, Hearnes' mission to Montreal and other points helped illuminate this time lag. The press was with him all the way and filed daily reports. And, perhaps by way of a coming-home present for the Governor, the St. Louis Post-Dispatch ran an editorial page cartoon showing a mass-transit car coming round the bend—on a roadbed paved not with good intentions, but federal aid. ■

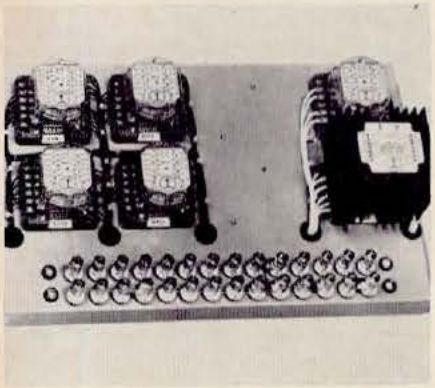
NEW PRODUCTS REPORT

Presence detector (RA-1)

Switch protection with electronic presence detectors can now be carried out with increased fail-safe reliability using the new RCA PD-2 railroad car presence detector. Other user benefits include installation versatility, simplified tuning and maintenance, and the high operational reliability derived from the solid-state circuit design.

The new PD-2 utilizes the rails as the detection loop, avoiding the need for above ground cables or insulated joints. Additional installation flexibility stems from a sensing loop size range of 25 to 250 ft.

Three basic units make up the new RCA PD-2 system: an inductance loop, a power supply, and a detection module. The loop is connected via coaxial cable to the detector and power supply mounted in an enclosure remotely located up to 1,000 ft away. Systems are available for 110-volt AC or 10-volt DC operation. *Radio Corp. of America.*



Relay logic (RA-2)

A new grade crossing relay logic unit, called the RACO XRL-10, provides all relay logic functions for a complete single-track grade-crossing flashing lamp control from track occupancy indication to flashing lamps in one compact, prewired, assembled unit.

Adaptable to nearly all installations, the XRL-10 will accept occupancy information from standard track relays (separate island circuit) or overlay track circuits (overlapping approaches). Companion units are available for double track, gate control or without gate control.

The unit is compact and convienient to install and maintain. The relay units plug-in and pull out. The XRL-10 incorporates RACO's MR-10 relays and a SSF-10 flasher. Voltage is 10-14 amp DC; lamp circuit current, 20 amp total, 10 amp per signal; control circuit current, 300 ma. maximum. *Railroad Accessories Corp.*

Two-way radio (RA-3)

A new line of hand-held MASTR Progress Line radios provide 4.5 watts of RF power in the 132-174 MHz band, and 2 watts of RF power in the 406-420 MHz and 450-470 MHz bands. The radio measures 8¼ in. high, 3-7/16 in. wide and 1¾ in. deep. One rechargeable 7.5 volt nickel-cadmium battery is used for all power requirements. Six C-size alkaline cells may be used without an adaptor. *General Electric Co.*

Multiplexer (RA-4)

A new data communications multiplexer subdivides a single telephone line into as many as 24 tone channels for low-cost transmission of data or telegraph message service. It will be available as single units, which can readily be attached to a Teletype terminal, or in multiple unit packages of up to 24 for installation in a wall or rack mounts. *Radio Corp. of America.*

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THE TRANSPORTATION WEEKLY

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PLEASE SEND INFORMATION ABOUT PRODUCTS DESCRIBED ON PAGE 48 MARKED: RA-1 RA-2 RA-3 RA-4

NAME ..... TITLE .....

ADDRESS .....

COMPANY .....

CITY ..... STATE ..... ZIP .....

• Inquiries can be processed only if title and company are shown. 8/4/69

PEOPLE

CHESAPEAKE & OHIO—BALTIMORE & OHIO.—George C. Whitlow, assistant vice president–commercial development for both roads, has moved his headquarters from Baltimore to Richmond, Va. Mr. Whitlow will direct pricing activities of the C&O. **Charles J. Henry, Jr.,** vice president–commercial development, will also maintain an office in Richmond, but his headquarters will remain in Baltimore. **James M. Reynolds, Jr.,** assistant freight traffic manager, C&O, Richmond, appointed system rate manaegr, C&O, Richmond.

Milo F. Melrose, Jr., engineer of tests, Huntington, W. Va., appointed assistant chief mechanical officer there. **Paul W. Miller,** assistant engineer of tests, succeeds Mr. Melrose.

Raymond D. Pomeroy, superintendent, Mononagh division, appointed director of car distribution, Baltimore.

John M. Emmett, Jr., assistant superintendent, Ashland, Ky., promoted to superintendent, Hocking Division, Columbus, Ohio, succeeding **Harold H. Talbert,** named superintendent, Huntington, W. Va. **David W. Rucker,** trainmaster, Hinton, W. Va., succeeds Mr. Emmett as assistant superintendent at Ashland. **John W. Cowherd, III,** terminal trainmaster, Clifton, Va., named trainmaster, Hinton. **Charles D. Keller,** assistant trainmaster, Clifton Forge, appointed terminal trainmaster, Hinton, succeeding **R. E. Perry,** transferred to Clifton Forge.

John W. Voelker, assistant district sales manager, C&O, Buffalo, N. Y., promoted to district sales manager there, succeeding **R. E. O'Herron,** who retired June 1, after over 38 years of service. **Derek G. Marsh,** sales representative, C&O, Buffalo, succeeds Mr. Voelker. **Edward D. Downey,** freight service representative, C&O, Pittsburgh, promoted to district sales manager, Muncie, Ind., succeeding **C. E. Cornell,** who retired June 1 after more than 46 years of service. **Ronald G. Metcalfe,** sales representative, C&O, Chicago, promoted to district sales manager, Toledo, Ohio.

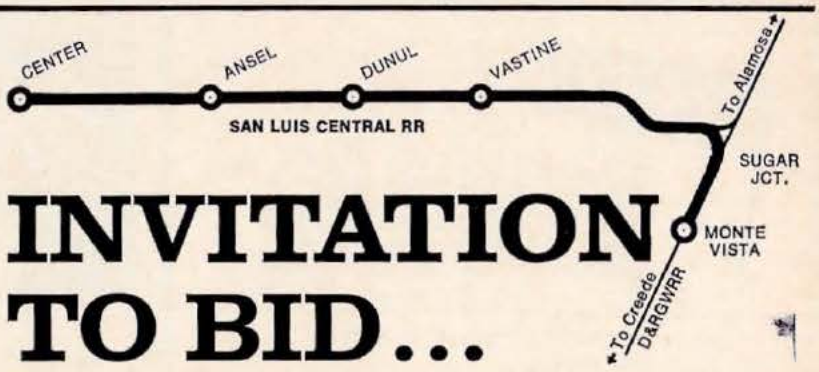
TRANSIT

Lawrence D. Dahms has been appointed planning and research director, **San Francisco Bay Area Rapid Transit District.** Mr. Dahms has been an administrative analyst for the State of California, specializing in legislative matters involving various aspects of state transportation. Mr. Dahms will develop policy recommendations concerning extension of the BART network into other areas, establishment of feeder transit lines, and future economic and marketing implications.

James D. Fitzgerald, director of construction, **Massachusetts Bay Transportation Authority,** Boston, resigned July 15 to take a position with the Great Northern Land Corp., a real estate development firm.

Sails only once every 4 years. DON'T MISS IT !!!

Next edition will not be published until 1974. In the meantime, here's *the* basic work book of the railroads for product specifications and technical data. Railroaders who specify your products buy 5,000 copies of it every four years. You're right up against the closing date now. Hurry! CAR AND LOCOMOTIVE CYCLOPEDIA, 30 Church, New York, N.Y. 10007.



INVITATION TO BID...

Here is an unusual opportunity to buy a going short line railroad in the San Luis Valley of Colorado. The San Luis Central Railroad runs between Monte Vista in Rio Grande County, and Center in Sanguache County—a distance of approximately 12 miles. It connects with the Denver & Rio Grande Western Railroad at Monte Vista and Sugar Junction.

The SLC has been serving the San Luis Valley for 56 years. Its main source of revenue is agricultural crops (particularly potatoes). The company showed a net gain of $183.00 for the calendar year 1968, after depreciation, taxes and fixed charges. This compares with a loss of $18,360.00 in 1967, and $3,227.00 in 1966. Working capital as of May 1, 1969 was approximately $30,471.30. Freight revenues for the first three months of 1969 showed an increase of $7,030.22, as compared with the first three months of 1968. Physical properties include one GE 600hp diesel electric locomotive purchased in 1955, engine house, depot, tool houses, track and Rights of Way.

All bids must be submitted in writing by 10 A.M. August 30, 1969 to the Trust Dept. of the First National Bank of Denver. Complete financial statements and other pertinent information are available. Please write or phone Gerald L. Wallis, Trust Department.

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Avoidable cost is ICC key

(continued from page 22)

of avoidable depreciation and other noncash expenses over fixed charges, ICC says.

Thus, for the eight railroads, ICC claims there would eventually be an estimated increase in cash flow of $61 million. Another figure, return on investment from salvaged capital, would amount to an estimated $69.2 million after taxes.

● **Look at train miles.** It is useful, ICC adds, to measure the avoidable costs according to the basic unit of service, the passenger train mile. Except for Missouri Pacific, which had the least amount of passenger service in 1968, the ratio of avoidable cost to train mile falls within a relatively narrow range of $6.70 for Santa Fe to $6.20 for Union Pacific.

● **Some discrepancies.** During the investigation, ICC says, significant errors were disclosed in the total passenger revenue and expense data presented.

The net effect of all these errors was to overestimate the reported passenger losses by between $2.8 and $3.4 million, ICC says.

"They represent the amount of total reported revenues and expenses which were believed to be improperly assigned to passenger service with one important exception—equipment depreciation," the report states.

● **Other caveats.** You have to watch out for some other things too, ICC warns. First, though all reported expenses were tested to determine if they could have been avoided, "most of the expenses not found avoidable were not checked for accuracy of reporting in the carriers' annual reports."

Second, the total reported passenger Form A revenues and expenses for Illinois Central and C&O/B&O constitute only data relating to intercity service. They don't correspond to the railroads' annual report figures which include suburban costs.

Third, adjustments in the carriers' estimates of avoidable expenses and retainable revenues produced both increases and decreases in the estimated savings to the carriers. "On balance, $15 million was deducted from claimed savings and $2 million was added to those savings," ICC says.

● **Limitations.** While ICC says it believes its study provides answers to a void that has existed too long, there are obvious limitations:

—Net avoidable costs of one carrier don't show effects of discontinuing a particular train, nor do they show that all passenger trains of one carrier are unprofitable.

—Results of the study don't represent adjustments for optimum management (that is, minimum expenses in relation to maximum revenues), and there's no determination that the cause of high costs was poor management, lack of capital investment or deliberate downgrading of service.

—The study does not make cost projections for the future quantity of intercity service likely to be provided, or desirable according to national policy.

—Analysis of key passenger revenues and expense accounts over a period of many years shows revenue inevitably declines faster than expenses, and the method used would therefore show a somewhat higher net avoidable cost for 1968 than for a stabilized period.

—Under some circumstances, operation of passenger service may interfere with freight service, but the resulting costs from delay and lower volume were not part of the study. ■

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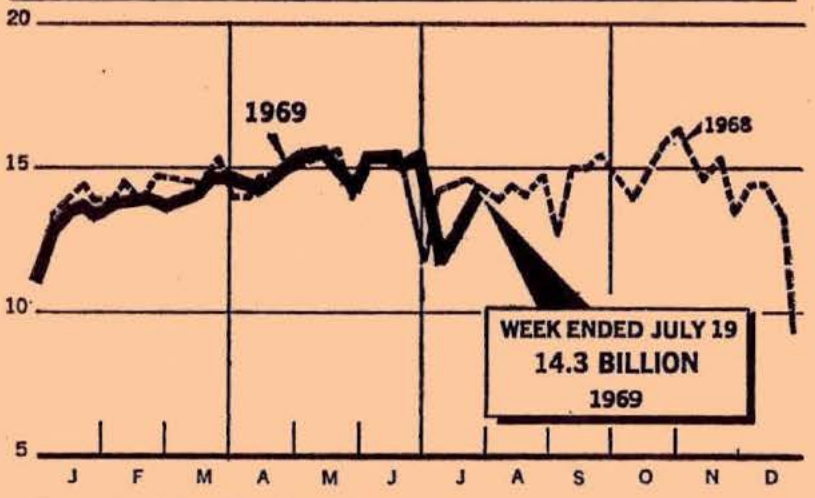
R-79

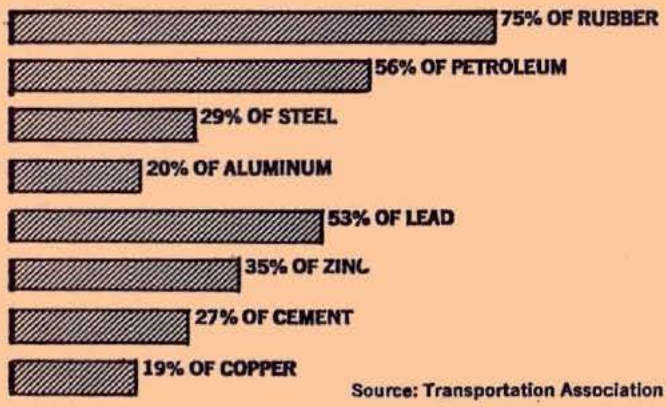
RAIL FREIGHT TRAFFIC TRENDS

BILLION TON-MILES (Estimated)



Source: Association of American Railroads

TRANSPORTATION AS A CONSUMER OF OTHER INDUSTRIES' PRODUCTS

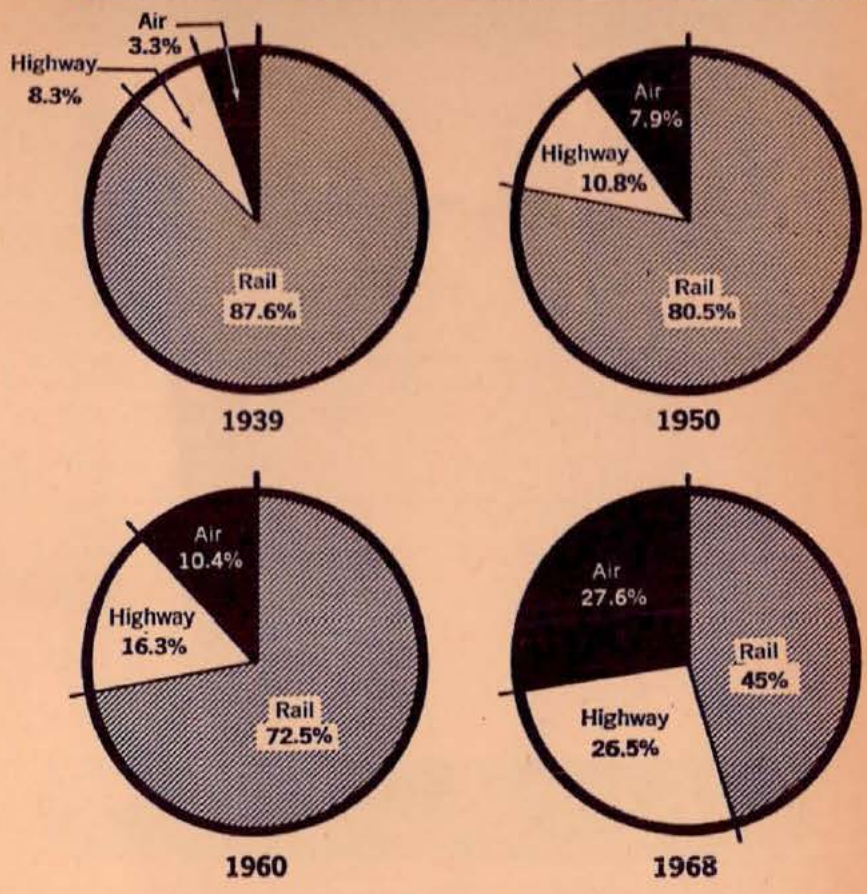


Source: Transportation Association of America

Current Statistics

Net income, Class I roads	
Three months, 1969	$ 97,000,000
Three months, 1968	$111,650,113
New freight cars on order	
June 1, 1969	47,445
June, 1, 1968	19,281
New freight cars delivered	
5 mos., 1969	27,391
5 mos., 1968	26,951
Serviceable cars	
May 1, 1969	1,375,709
May 1, 1968	1,398,772

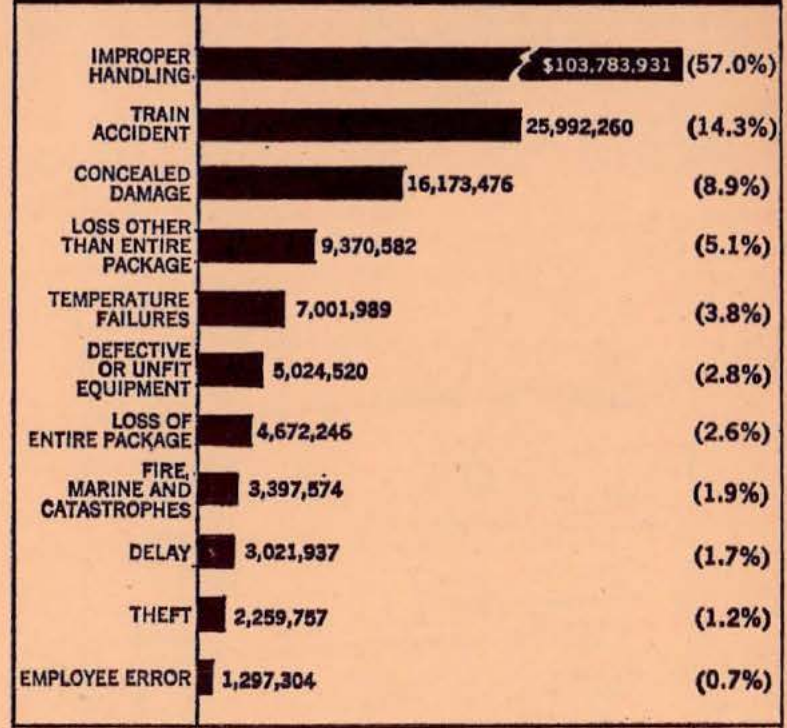
HOW THE U.S. POST OFFICE DIVIDES ITS TRANSPORTATION DOLLAR



Source: Transportation Association of America

1968 FREIGHT LOSS AND DAMAGE BY CAUSE*

TOTAL $181,995,576



*Reported by 88 railroads representing 94.5% of U.S., Canadian and Mexican mileage.

Source: Freight Claim Division, Operations and Maintenance Dept., AAR.

MARKET OUTLOOK

CARLOADINGS

Loadings of revenue freight in the week ended July 26 totaled 543,420 cars, the Association of American Railroads announced on July 31. This was an increase of 7,059 cars, or 1.3%, compared with the previous week; a decrease of 22,640 cars, or 4.0%, compared with the corresponding week last year; and a decrease of 5,503 cars, or 1.0%, compared with the equivalent 1967 week. Ton-miles generated by carloadings in the week ended July 26 are estimated at 14.4 billion, a decrease of 0.9% below the corresponding week of 1968, and 4.8% above the 1967 week.

REVENUE FREIGHT CARLOADING

Commodity	July 19 week	Preceding week	Per cent change
Grain	33,276	32,415	+ 2.7
Farm products	13,415	13,472	— 0.4
Metallic ores	53,148	49,902	+ 6.5
Coal	84,094	47,945	+75.4
Crushed stone, gravel & sand	33,172	32,048	+ 3.5
Nonmetallic minerals	12,102	11,499	+ 5.2
Grain mill products	19,549	18,346	+ 6.6
Food & kindred products	22,938	22,143	+ 3.6
Primary forest products	23,494	21,825	+ 7.6
Lumber & wood products (except furniture)	15,489	13,275	+16.7
Pulp, paper & allied products	23,827	20,617	+15.6
Chemicals & allied products	24,467	22,894	+ 6.9
Petroleum products	11,328	10,899	+ 3.9
Stone, clay & glass products	21,980	20,819	+ 5.6
Coke	7,856	7,947	— 1.1
Metals & products	26,889	26,743	+ 0.5
Motor vehicles & equipment	15,716	18,709	—16.0
Waste & scrap materials	14,041	13,587	+ 3.3
Forwarder & shipper assn. traffic	6,492	6,603	— 1.7
All other carloads	71,274	66,318	+ 7.5
LCL traffic	1,814	1,475	+23.0
Total cars loaded	536,361	479,481	+11.9

CUMULATIVE TOTAL, 29 WEEKS	1969	1968	1967
	15,394,708	15,581,332	15,422,811

PIGGYBACK CARLOADINGS

U. S. piggyback loadings for the week ended July 19 totaled 23,824 cars, carrying 40,004 trailers, compared with 24,676 cars, carrying 41,115 trailers, in the corresponding 1968 week. Loadings for 1969 up to July 19 totaled 734,785 cars, carrying 1,210,306 trailers, compared with 725,568 cars, carrying 1,-117,741 trailers, in the corresponding period of 1968.

IN CANADA

Cumulative	Revenue Cars Loaded	Total cars Rec'd from Connections
July 7, 1969	1,858,441	647,878
July 7, 1968	1,902,569	653,046

FREIGHT-TRAIN CARS

● *Lehigh Valley.*—Will have 440 box cars and gondolas rebuilt throubh a purchase-rebuild-leaseback arrangement with United States Railway Equipment Co. The program calls for 250 40-ft, 50-ton box cars to be rebuilt first. New doors, third stringers, new roof and side sheets, new floors and linings will be supplied, as needed. Later, 110 52½-ft. 70-ton gondolas, and 80 65½-ft. 70-ton gondolas will be rebuilt. Delivery will begin in the third quarter.

● *Penn Central.*—Investment in freight equipment so far this year has risen to almost $82 million. PC's shops are building 1,200 gondolas and 252 box cars of various types at a cost of about $23.5 million.

● *Union Pacific.*—Ordered 100 drop-end gondola cars from Magor Railcar Division of Fruehauf. The 65½-foot, 90-ton cars, to be fitted with sliding-sill cushioning, are similar to those delivered earlier this year to UP (RA, April 28, 1969, p. 28). The 100 additional cars are scheduled for delivery in second quarter of 1970.

TRANSIT

● *Seattle.*—Westinghouse Electric Corp. and the Port of Seattle Commission signed a $5.3-million contract for an automatic airport transportation system. Under the contract, Westinghouse will provide nine lightweight rubber-tired, electrically powered vehicles which will operate in tunnels on their own concrete rights-of-way. The vehicles will follow an "I"- shaped guide beam, located in the middle of the running surface, to which the vehicles will be positively locked through their guidance systems. Westinghouse will also provide the automatic train control and communications system, guideway, vehicle transfer tables, television monitoring systems and power distribution systems. Another contract calls for Westinghouse to maintain the system for two years at a cost of $621,600.

NEW FACILITIES

● *Illinois Central.*—Will inaugurate a long-range station rebuilding program along its suburban commuter routes in the Chicago area with the construction of a new facility in Harvey, one of 42 stations along the lines. Total cost of the new station will be $225,000, with construction scheduled to begin in early September. IC officials also reported that the design firm, Idea Associates, has been retained to plan remodeling of the suburban line's loop terminus at Randolph Street, plus the other major loop station at Van Buren Street. The remodeling work probably won't get under way until the early part of 1970, well in advance of the arrival of the line's new commuter cars which are expected some time in mid to late 1970.

YOU OUGHT TO KNOW

CTA links transit to the long-haul bus

Greyhound's familiar slogan . . . "and leave the driving to us" may soon take on a new meaning, with a Chicago Transit Authority motorman and a bus driver sharing the load. CTA and Greyhound Lines-East have signed an agreement under which Greyhound will be using three CTA rapid-transit stations as satellite terminals for buses entering and leaving Chicago. Bus service will tie in at CTA's Skokie Swift station and Jefferson Park terminal on the city's northwest side, and at the 95th Street station on the south side. The hookups with Skokie Swift will begin in August; the other two links will be completed later when CTA's Kennedy and Ryan expressway median-strip rapid-transit lines go into operation. Greyhound is planning to route 24 intercity arrivals and departures daily via the 95th Street stop, with 11 connections planned for Skokie and 10 for Jefferson Park.

EL and CB&Q cut 12 hours by power pool

Erie Lackawanna and Chicago Burlington & Quincy, by pooling locomotive power, are operating through runs that save about 12 hours in running time between Chicago and Croxton, N.J. and eliminate terminal switching delays at Chicago. Eastbound freight moving from the Burlington to EL is now blocked in solid trains at Chicago and delivered to EL there for movement east. Burlington locomotives remain with the train to the EL terminal at Croxton. Similarly, westbound freight for delivery to the Burlington is made up in blocks at the EL yards in Marion, Ohio and delivered to Burlington at Chicago. EL locomotives operate to the Burlington yards in the Twin Cities.

Golden Spike souvenir sale draws to a close

Less than one month remains to obtain official medallions and other souvenir items commemorating the 100th anniversary of the driving of the Golden Spike. Thomas M. Goodfellow, Commission Chairman of the Golden Spike Centennial Celebration, announced that the medallions—authorized by Congress and struck by the U.S. Mint at Philadelphia—will be withdrawn from sale August 20. The medallions are available in bronze, 1 5/16-inch diameter, at $2.50, and in silver alloy, 2½-inch diameter, at $25. About 150,000 medallions have been sold so far. Other souvenirs still available include tie tacks and bracelet charms, at $2.75 each, and a portfolio of photographs of four famous old locomotives, color-etched on metal, at $3.95 per set. All orders should be addressed to the Golden Spike Commission, Room 2419 Federal Building, Ogden, Utah, 84401.

WMATA proceeds with studies—waits for Congress

While waiting for Congress to appropriate initial construction funds, the Washington Metropolitan Area Transit Authority is proceeding with plans, designs, studies and preparatory work previously authorized for its 97.7-mile, $2.5-billion rapid transit system. Metro officials are hopeful that construction can start this fall. If so, then its peak employment year—when more than 5,000 workers will be needed—is expected to be 1972. Over the projected 10-year-plus building span, an estimated 40% of total system costs will go for the wages of heavy construction workers and building trades' specialists.

Anderson gets his star in Army rail unit

L. V. Anderson, commanding officer of the Third Transportation Railway Command, is now Brigadier General Anderson, U. S. Army Reserve. Anderson's unit is the top military rail service unit in the Reserve structure; its theater mission upon activation would be to command and provide operational planning, supervision, coordination and control of all activities in transportation rail groups. Anderson is assistant vice president-operation and general manager, Milwaukee Road.

SUPPLY TRADE

R. A. Mather appointed marketing engineer–railway and industrial sales, Signal & Communications Division, **Westinghouse Air Brake Co.**, Pittsburgh, Pa., with responsibility for marketing of highway grade crossing systems and associated products. Mr. Mather, who began his railroad career with the **Milwaukee,** was with the **Western - Cullen Division, Federal Sign & Signal Corp.** prior to joining WABCO.

Alex Wilson, supervisor engineer–terminal control, Signal & Communications Division, appointed senior marketing engineer–railway and industrial sales, with responsibility for marketing of terminal controls and associated products.

David J. Weneck, specialist–application and sales, Railroad Product Sales Section, appointed senior specialist–application and sales of disc brakes, Westinghouse Air Brake Division, assigned to the Mass Transit Equipment Sales Section.

John H. Edmundson, Jr., named director–marketing communications, and **Robert H. McMahon** named director–product and market planning, WABCO, Pittsburgh. **R. A. Smith** named director–sales and distribution planning, and **A. W. Ticknor** named director–acquisition planning. Messrs. Edmundson, McMahon, Smith and Ticknor will report to **R. W. Foxen,** vice president–operations staff, and will be responsible for activities in WABCO's four operating groups: Transportation, Construction and Mining, General Industry, and European.

New headquarters for the Eastern sales Region, Wire & Cable Division, **Okonite Co.,** are at 4500 Euclid Ave., Cleveland, Ohio. **William J. Lenahan** is manager of the region.

Robert B. Fleming has been named president, **Container Services Division, Containerfreight Corp.,** Long Beach, Calif. For the past two years Mr. Fleming had served as president, Paxton Trucking Co.

Kenneth C. Tucker, assistant sales manager, field service organization, **Oakite Products, Inc.,** Berkeley Heights, N.J., has been appointed manager of market development. **Robert F. Kipp** has been appointed to the new position of manager of sales promotion. **Edward Wittschiebe** has been named assistant sales manager.

W. H. Miner, Inc., has changed its corporate name to **Miner Enterprises, Inc.** In the new organization, Miner transportation products are grouped under the **W. H. Miner Division,** headed by **William J. Trongeau.** Executive and sales offices continue at 209 South LaSalle Street, Chicago, while engineering, manufacturing and purchasing offices are located at 1001 East 87th Street, Chicago.

Miner has acquired **White Welding & Manufacturing, Inc.,** of Kenosha, Wis., a firm specializing in heavy duty products for the railroad and material handling industries. **Clarence White,** founder of the firm, continues as president and chief executive officer along with his staff of office and plant personnel.

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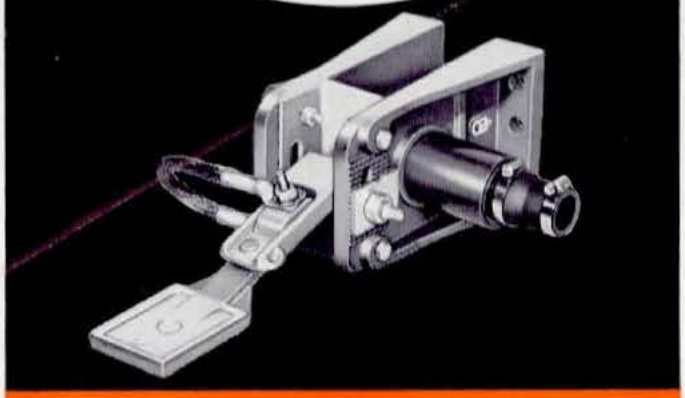

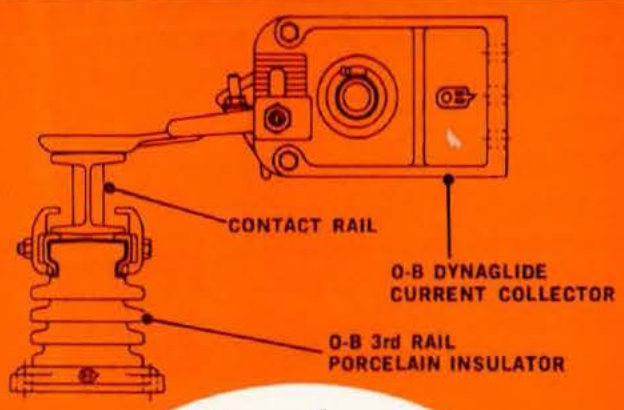

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TRANSIT ROUND UP

BATTLE OF THE BULGE: Plans for New York City's much-needed Second Avenue subway line are running into trouble (see New York Transit to begin expansion, RA 7/7/69, p. 15). Several politicians and community groups oppose the MTA's plan for a direct route down Second Avenue to the heart of the Wall Street financial district, claiming that the route would not serve the thousands of people living in the lower east side "bulge" of Manhattan. In a compromise move with the groups—who want the line diverted four blocks east below 34th St.—the Board of Estimate on July 24 recommended moving the line to Avenue A, two blocks east of its present route.

Even so, the MTA claims it will cost an additional $57-million to implement the compromise. In addition, MTA traffic studies indicate that the direct route would attract 6,000 more daily passengers than the alternate route. And the use of the alternate route would either eliminate several interconnections with other lines or else make them more difficult and, therefore, more costly.

YOUTH AND RAPID TRANSIT: The Southern California Rapid Transit District has been acquainting the youth of the community it serves with the opportunities for careers in public transportation.

In a program endorsed by the SCRTD's general manager, Samuel B. Nelson, young men from high school throughout the area were introduced to the transit system. George F. Goehler, assistant general manager for operations, hosted the students at lunch while Max Rise, general superintendent of transportation, directed visits to various departments and divisions.

CTA-IC JOINT VENTURE: The Chicago Transit Authority and the Illinois Central have begun testing a transfer validation plan at two IC stations. The plan provides a saving in time and money for those riders who begin and end their trips on CTA with an intermediate ride on the IC. At present, these riders pay separate CTA fares for each ride in addition to the IC fare. Under the new plan, CTA riders will pay one CTA 40¢ fare plus 5¢ transfer charge and the regular IC fare. Travel time is cut about 15 minutes for persons who presently use CTA for the entire trip.

OUT WITH THE OLD: Brooklyn's famed Myrtle Avenue Elevated will be turned over to the city for demolition on Oct. 13. Built in 1899, it is one of the oldest structures in the New York transit system. The cars in use on the line were built in 1904. MTA contends that while the structure and the cars have been maintained in safe operating condition, it is not possible to continue the structural and operating integrity without large capital expenditures. The line has been operated at an annual loss of $890,625.

IN WITH THE NEW: New York transit will be advertising shortly for bids on the construction of new subway cars—initial order is expected to be about 300. The new cars will be 75-ft. long, 15-ft. longer than the cars presently in use, and will seat 72, compared with 44 to 56 in cars currently in service. A top speed of 70 mph will be possible with the new cars, compared with the present limit of 50 mph. They will be equipped for automated operation on new sections of the subway system now being planned. Fiberglass seats, as well as floors and walls, will be multicolored. Solid-state components will be widely used.

—**Philip Harrison**

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VIEWPOINT

Think small—and get healthy

Never mind that the usual admonition in business is to "think big." For railroads, their employees and the employee organizations, there's also a great future in thinking small. It takes a certain mental discipline—but the rewards could be great.

Start with a consideration of what's involved. The natural tendency, in thinking about transportation, is to think in giant terms. The mind overflows with visions of unit trains, fleets of C5As and 747s, double- and triple-bottom highway rigs and barge tows that seem to stretch from here to the horizon. A vast transportation market—perhaps the biggest one of all—is overlooked.

The figures indicate that the nation's total freight transportation bill now tops $70 billion a year. One single item—local trucking—accounts for $25 billion, or well over one-third of the total tab. That's more money in one year than the entire Apollo moonshot program has cost. It's roughly two and a half times the gross freight, mail and express revenues of the railroads.

Figures on average length-of-haul also show curious relationships. In the 1960s, railroads have boosted the average haul by about 10%. Class I and II motor carriers have shown no increase. In 1966, most recent year for which a figure is available, the truck haul was actually less than it was in 1960. But ICC-regulated intercity truckers have jacked-up revenues by more than 50% since '60. Railroads can show no such revenue growth.

What does all this mean? Simply that short- and very-short-haul traffic is a growth market that deserves a lot more rail-oriented experimentation than it's getting.

Are things going to change? Will railroads take another look at their short-haul capabilities? Maybe.

SHORT TRAINS NEED LONG VISION

Will rail labor cooperate by negotiating required new agreements? Maybe. Labor went along with Reading's Bee-Line proposals. Labor, thus far, has not gone along with Illinois Central's mini-train plan.

In any event, labor should not be crossed off as obdurate to an extreme, and totally unwilling to change. In a recent interview with Railway Age (scheduled for publication Aug. 11), United Transportation Union President Charles Luna talks at some length about UTU's interest in short-haul operations—not just the grain-gathering mini-train but also the kind of industrial shuttle that would operate entirely within an industrial center or switching district. Luna is by no means blind to the opportunities involved.

In the meantime, however, mini-train is afflicted with the physician's age-old problem: Operation successful, patient dead. IC has told its operating employees that mini-train's test was a resounding success from every standpoint—except profitability. The customer was happy, IC says, and the test brought queries from a number of other potential users of similar service. But new mini-train services (and jobs) can't be created unless the operation makes a dollar—and that means that work-rule restrictions must be modified.

Perhaps the slogan that opened this discussion should itself be slightly modified: Think small—but be farsighted—and get healthy.

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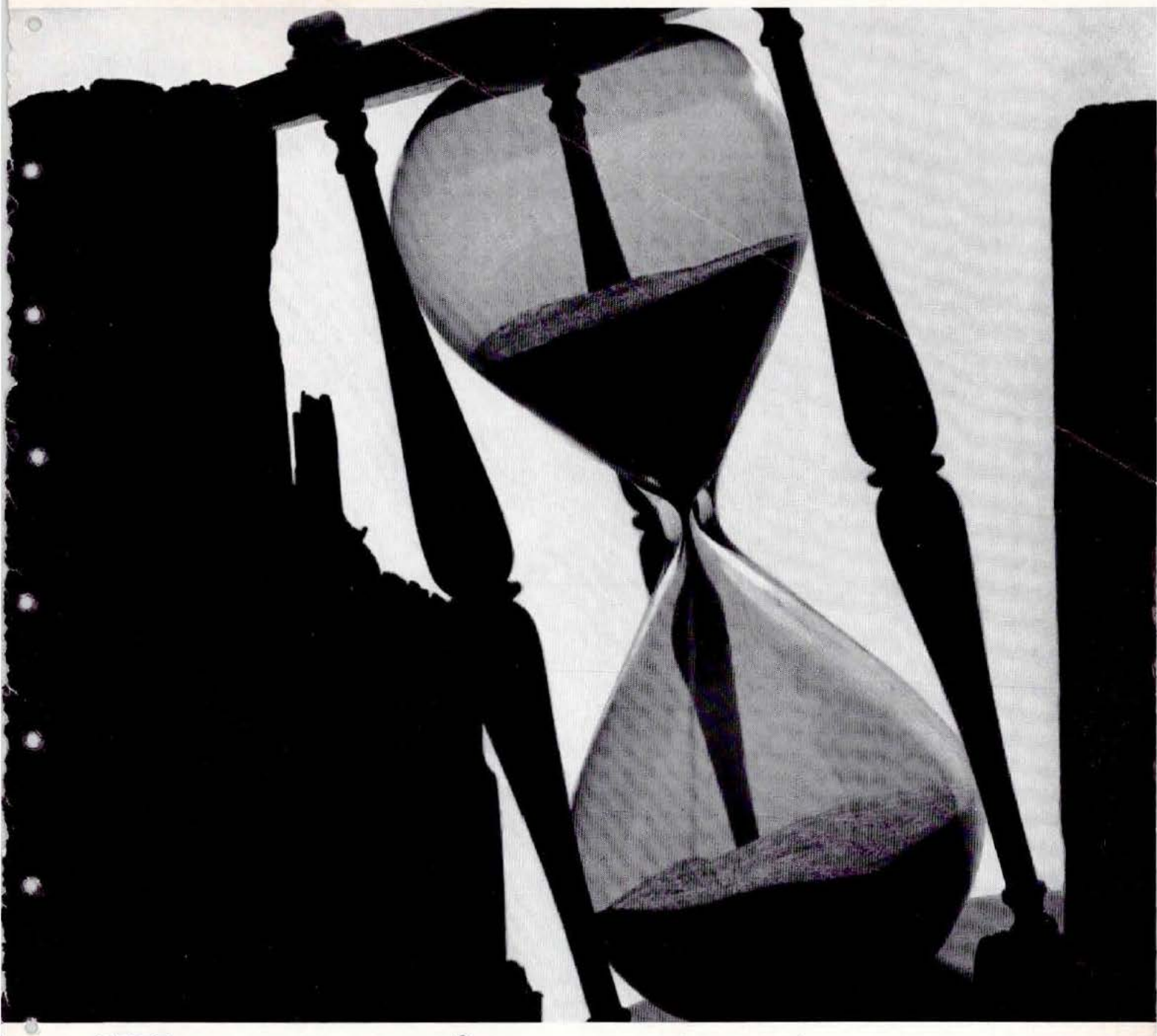

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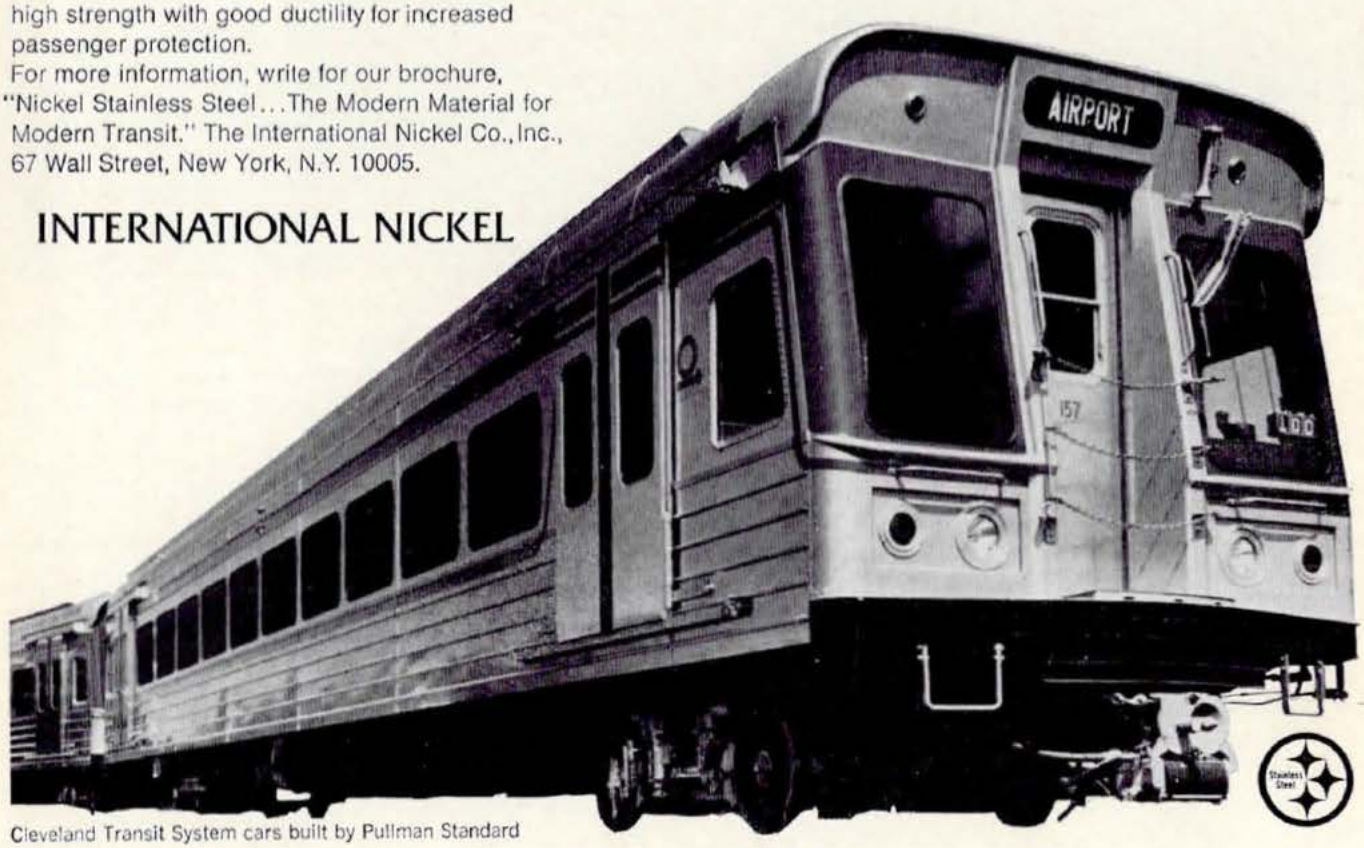

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